

Mundys SpA

2024 CDP Corporate Questionnaire 2024

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.

[Terms of disclosure for corporate questionnaire 2024 - CDP](#)

▪

Contents

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 SpA is a strategic investment holding company which is committed to drive the development of 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's 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 manages 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 60m 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 Group relies on over 23,600 employees in 30 Countries and operates through 46 concessions in 11 countries worldwide, where we manage approximately 8,900 km of toll motorway networks via our subsidiaries Abertis, Grupo Costanera, Stalexport, AB Concessoes 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. With a view to promoting increasingly sustainable mobility at Mundys, we invest in new forms of mobility too such-as Volocopter, the German-based leader in Urban Air Mobility solutions.
[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

12/31/2023

(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?

8600000000

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	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

XS2301390089

[Add row]

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

Select all that apply

- | | |
|---|--|
| <input checked="" type="checkbox"/> Chile | <input checked="" type="checkbox"/> Brazil |
| <input checked="" type="checkbox"/> China | <input checked="" type="checkbox"/> France |
| <input checked="" type="checkbox"/> India | <input checked="" type="checkbox"/> Greece |
| <input checked="" type="checkbox"/> Italy | <input checked="" type="checkbox"/> Mexico |
| <input checked="" type="checkbox"/> Spain | <input checked="" type="checkbox"/> Poland |
| <input checked="" type="checkbox"/> Serbia | <input checked="" type="checkbox"/> Germany |
| <input checked="" type="checkbox"/> Turkey | <input checked="" type="checkbox"/> Hungary |
| <input checked="" type="checkbox"/> Austria | <input checked="" type="checkbox"/> Colombia |
| <input checked="" type="checkbox"/> Belgium | <input checked="" type="checkbox"/> Portugal |
| <input checked="" type="checkbox"/> Czechia | <input checked="" type="checkbox"/> Slovakia |
| <input checked="" type="checkbox"/> Argentina | <input checked="" type="checkbox"/> Switzerland |
| <input checked="" type="checkbox"/> Australia | <input checked="" type="checkbox"/> Hong Kong SAR, China |
| <input checked="" type="checkbox"/> Singapore | <input checked="" type="checkbox"/> United States of America |
| <input checked="" type="checkbox"/> Netherlands | <input checked="" type="checkbox"/> United Kingdom of Great Britain and Northern Ireland |
| <input checked="" type="checkbox"/> Puerto Rico | |

(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

All Mundys Group's subsidiaries have internal structures in place to manage the supply chain and procurement process, as well as procedures that define competences, responsibilities and approval and formalisation procedures for the procurement process. In addition, over 87% of Group subsidiaries (in terms of revenues) adopted and use a technology platform to support the supplier assessment process, in accordance with social, environmental and good governance criteria.

[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 2023 in line with the CSRD and ESRS, the 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 the Code of Ethics: https://www.mundys.com/documents/37344/116906/mundys-CodiceEtico_0.pdf). This involves searching for and implementing solutions and technologies designed to safeguard natural capital and circularity. In 2023, the Group used approximately 5.6 million tonnes of materials in its activities. Among these, the most relevant consumption involved quarry materials (51%), asphalt concrete and bitumen (37%), while plastics corresponded to the 0.01% of the total consumption. On the other side, in 2023, Mundys produced over around 0.6 million tons of waste, among which only 0.5% corresponds to plastic waste.

[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 a 1 years 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). Finally, some of these targets (e.g. decarbonization, renewable electricity consumption, diversity in management) are also linked to the sustainable finance instruments issued by Mundys, such as the Sustainability-Linked Bond issued in January 2024 (<https://www.mundys.com/documents/37344/897978/Mundysinaugural750millioneuroSustainability-LinkedBond%28ENG%29.pdf/ce43ccea-00ca-ac96-ac05-20cbe84ef742?t1705517830182>). 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 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

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

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

- | | |
|---|---|
| <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"/> Investors | |
| <input checked="" type="checkbox"/> Suppliers | |

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

Select from:

- ☒ Yes

(2.2.2.16) Further details of process

The process conducted by Mundys in 2023 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 a 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 matter 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 senior 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 13 material topics for the Group. The matter was discussed by the Audit, Risk and Sustainability Committee during its meetings on 14/02/2024 and 19/03/2024 and by the Board of Directors at meetings held on 7/09/2023 and 21/03/2024.

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

(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"/> Investors | |
| <input checked="" type="checkbox"/> Suppliers | |

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

Select from:

- ☒ Yes

(2.2.2.16) Further details of process

The process conducted by Mundys in 2023 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 a 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 matter 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 macrorends 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 senior 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 13 material topics for the Group. The matter was discussed by the Audit, Risk and Sustainability Committee during its meetings on 14/02/2024 and 19/03/2024 and by the Board of Directors at meetings held on 7/09/2023 and 21/03/2024.

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

(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
- ☒ 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

- | | |
|---|---|
| <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"/> Investors | |
| <input checked="" type="checkbox"/> Suppliers | |

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

Select from:

- ☒ Yes

(2.2.2.16) Further details of process

The process conducted by Mundys in 2023 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 a 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 matter 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 senior 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 13 material topics for the Group. The matter was discussed by the Audit, Risk and Sustainability Committee during its meetings on 14/02/2024 and 19/03/2024 and by the Board of Directors at meetings held on 7/09/2023 and 21/03/2024.

[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, in 2024, Mundys plans to launch a project that will measure the impact of the infrastructure the Group manages on nearby ecosystems and their level of hydrogeological risk. Measurement will be made possible by use of certain technologies developed by Nature-tech 3Bee. The project will enable us to identify the most biodiversity sensitive sites and determine a baseline on which to measure the impact of the Group's activities using certain specific KPIs. These will include indicators of the abundance of pollinators, of nectar production potential, of the number of at-risk species and of the risk of hydrogeological instability. The method uses satellite mapping and specialist databases. Based on the results obtained, it will be possible to plan targeted interventions to regenerate and boost biodiversity, capture carbon dioxide through planting and reduce the risk of disruption to services 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

(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 (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 quali- quantitative dimensions: Economic/financial (lower revenues, higher costs - EBITDA; lower incoming cash flows, higher outgoing cash flows - FFO), 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 impact the rating scale is: 1.Negligible (FFO/EBITDA 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

In 2023, Mundys conducted 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. Opportunities were considered by incorporating a comprehensive approach that assessed global socio-economic macro trends relevant to the mobility sector. Indeed, an analysis was conducted on global socio-economic macro trends influencing the mobility sector. 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' senior 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 2023, 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. Thanks to all these interventions and the approach aimed at continuous improvement, in 2023 there was a 28% use of drinking water at Fiumicino airport, a decrease of 6% compared to the previous year.

[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 2023 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 (<https://www.adr.it/acqua>).

This has allowed the subsidiary to significantly reduce its total consumption 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 2023 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 (see the Code of Ethics: https://www.mundys.com/documents/37344/116906/mundys-CodiceEtico_0.pdf). This involves searching for and implementing solutions and technologies designed to safeguard natural capital and circularity. In 2023, the Group used approximately 5.6 million tonnes of materials in its activities. Among these, the most relevant consumption involved quarry materials (51%), asphalt concrete and bitumen (37%), while plastics corresponded to the 0.01% of the total consumption. On the other side, in 2023, Mundys produced over around 0.6 million tons of waste, among which only 0.5% corresponds to plastic waste.
[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 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 2.4.7 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)

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

16744000

(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)

334880000

(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 2.4.7).

(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

10165212

(3.1.1.28) Explanation of cost calculation

In order to provide a single amount for risk response (only one field in CDP portal), OPEX and CAPEX in place or planned in the strategic plan were added together. In particular: CAPEX are equal to 1.380.600, this amount is composed by: 1.090.000 (sensor networks) 179.000 (hydraulic model) 100.000 (anti-drought hydraulic works) 11.600 (project on sea dikes), OPEX are equal to 8.784.612 this amount is composed by: 8.700.000 (insurance policies) 84.612 (control implementation and refurbishment) Insurance costs were only included for one year although they could be applied annually.

(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 last years' 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 is performed. All the measures implemented or planned contribute to the progress of the UN sustainable development goals (7. Affordable and climate 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 loss of revenues due to traffic closures. Mundys 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 2.4.7 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)

9108000

(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)

45540000

(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)

182160000

(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). The results of the climate data tool are integrated into the ERM through rating scales (see section 2.4.7).

(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

13826000

(3.1.1.28) Explanation of cost calculation

The cost of response to risk is equal to 13826000 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: 10000000; 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 would occur. 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 climate 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 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 2.4.7 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)

66750000

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

89000000

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

455000000

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

489000000

(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 2.4.7).

(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

320000

(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 climate 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)

489000000

(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)

517040000

(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	In the reporting year, Mundys Group was not subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations.

[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

48.4

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

0

(3.5.2.3) Period start date

01/01/2023

(3.5.2.4) Period end date

12/31/2023

(3.5.2.5) Allowances allocated

2515

(3.5.2.6) Allowances purchased

63826

(3.5.2.7) Verified Scope 1 emissions in metric tons CO₂e

64871

(3.5.2.8) Verified Scope 2 emissions in metric tons CO₂e

(3.5.2.9) Details of ownership

Select from:

☒ Facilities we own and operate

(3.5.2.10) Comment

Fiumicino 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?

Fiumicino 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. In order to comply with the EU ETS regulation, we put in place actions to improve the efficiency of the cogeneration plant and to reduce the Fiumicino airport's energy consumption. Some of these initiatives involved the conversion of light bulbs with LED technology and the introduction of automatization technology for turning on/off lighting in the technical galleries (1,300 lamps), the electrification of consumptions by installing a high-efficiency DHW heat pump with subsequent summer shutdown of the district heating network, the review of temperature parameters in the air terminal (1-2C) and the increased diagnostics, monitoring and plant optimization interventions. These projects will be implemented in a short-term time horizon and directly impact operations, while reducing indirect (operating) costs. They have a potential financial impact figure of about 85 million euros. More details can be found in sections C3 and C7. However, because of the huge amount of CO2 very low free allocation (5% of total emissions), we need to purchase the allowances to fully comply with the regulation. The purchasing strategy is led by an ad-hoc team composed by members from the Energy and Decarbonisation area together with members from the Finance area who optimise the emissions/decarbonisation aspects with financial management. The purchasing strategy is based on an internal carbon price we put annually on our emissions, based on price projections from existing carbon pricing regulations. The purchase of quotas is approved by the Fiumicino Energia Board of Directors and the current frequency is annual, although multi-year CO2 quota purchase policies are being studied. The evolution of the ETS regulatory system is monitored by the ETS management function within Fiumicino 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?

	Environmental opportunities identified
Climate change	<i>Select from:</i> <input checked="" type="checkbox"/> Yes, we have identified opportunities, and some/all are being realized
Water	<i>Select from:</i> <input checked="" type="checkbox"/> Yes, we have identified opportunities, and some/all are being realized

[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

☒ Other energy source opportunity, please specify :Use of lower-emission sources of energy and use of new technologies

(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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Chile | <input checked="" type="checkbox"/> Mexico |
| <input checked="" type="checkbox"/> India | <input checked="" type="checkbox"/> Argentina |
| <input checked="" type="checkbox"/> Italy | <input checked="" type="checkbox"/> Puerto Rico |
| <input checked="" type="checkbox"/> Brazil | <input checked="" type="checkbox"/> United States of America |
| <input checked="" type="checkbox"/> France | |

(3.6.1.8) Organization specific description

Energy transition. Renewable sources are essential to cut direct emissions and the demand for those will increase significantly. Consequently, Mundys identified some opportunities to improve the energy efficiency of its processes and to increase the renewable self-generation.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

- ☒ Reduced direct 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:

- ☒ 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

The anticipated effect of the opportunity is represented by operating cost savings, obtained thanks to the aforementioned initiatives allowing both to reduce energy consumption through new more efficient technologies and self-produce energy from renewable sources. The financial impact figure is the aggregation of different project implementations estimated by Mundys' subsidiaries in the short- and medium-term time horizon and representing around 85 million of euro. In details, this figure was determined considering the savings planned in the business plans of the following initiatives: 1. about 21 million for the installation of solar PV in motorways concessions in Italy, Spain, Mexico, Brazil, Puerto Rico and India, due to self-production of electricity; 2. about 40 million for the implementation of LED systems in tunnels, toll stations, rest and parking areas of our motorways concessions France, Spain, Italy, Mexico, Brazil, Argentina and USA, due to less electricity consumption; 4. about 6 million for the implementation of Heating, Ventilation and Air Conditioning (HVAC) systems and other machine/equipment replacement, due to more energy efficiency in consumptions; 5. about 16 million for company fleet vehicle replacement, due to less fleet vehicle's expenses; 6. about 2 million for other projects, as behavioral changes, other building efficiency improvements, energy storage and carbon capture solutions, due to less consumptions and increased energy efficiency. These values have been estimated considering forecast, estimations and assumptions of several factors, such as: a) subsidiaries' energy consumptions; b) energy prices; c) new solutions' energy consumptions and savings; d) other costs (e.g., maintenance, insurance).

(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)

85000000

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

85000000

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

85000000

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

85000000

(3.6.1.23) Explanation of financial effect figures

The anticipated effect of the opportunity is represented by operating cost savings, obtained thanks to the aforementioned initiatives allowing both to reduce energy consumption through new more efficient technologies and self-produce energy from renewable sources. The financial impact figure is the aggregation of different project implementations estimated by Mundys' subsidiaries in the short- and medium-term time horizon and representing around 85 million of euro. In details, this figure was determined considering the savings planned in the business plans of the following initiatives: 1. about 21 million for the installation of solar PV in motorways concessions in Italy, Spain, Mexico, Brazil, Puerto Rico and India, due to self-production of electricity; 2. about 40 million for the implementation of LED systems in tunnels, toll stations, rest and parking areas of our motorways concessions France, Spain, Italy, Mexico, Brazil, Argentina and USA, due to less electricity consumption; 4. about 6 million for the implementation of Heating, Ventilation and Air Conditioning (HVAC) systems and other machine/equipment replacement, due to more energy efficiency in consumptions; 5. about 16 million for company fleet vehicle replacement, due to less fleet vehicle's expenses; 6. about 2 million for other projects, as behavioral changes, other building efficiency improvements, energy storage and carbon capture solutions, due to less consumptions and increased energy efficiency. These values have been estimated considering forecast, estimations and assumptions of several factors, such as: a) subsidiaries' energy consumptions; b) energy prices; c) new solutions' energy consumptions and savings; d) other costs (e.g., maintenance, insurance).

(3.6.1.24) Cost to realize opportunity

83000000

(3.6.1.25) Explanation of cost calculation

The cost of the opportunities identified is around 83 million of euro and reflects the aggregation of different projects' capex estimated by Mundys' subsidiaries. The cost is calculated from the aggregation of different capex planned in the business plans of the following initiatives: 1. about 50 million for the installation of solar PV in our motorways concessions; 2. about 13 million for the implementation of LED systems in motorways concessions; 3. about 1 million for the implementation of HVAC systems and other machine/equipment replacement; 4. about 14 million for company fleet vehicle replacement; 5. about 5 million for other projects. These values have been estimated considering forecast, estimations and assumptions of several factors, such as: a) past comparable project's costs; b) supplier's agreements; c) other costs (e.g., inflation).

(3.6.1.26) Strategy to realize opportunity

All these projects were carefully analyzed to determine their financial and economic feasibility. A case study is represented by the installation of the largest solar PV (60MWp) in airport infrastructure across Europe by Mundys' subsidiary Aeroporti di Roma. Aware that some activities currently powered by fossil fuels will have to migrate to electricity, the case study is to use renewable electricity generation to cut direct emissions. Consequently, the action implemented by Aeroporti di Roma is the installation of a 60 MWp PV solar farm, active from 2025, that will generate around 90 GWh/y of green electricity, saving around 20.000 tCO₂e/y.

Water

(3.6.1.1) Opportunity identifier

Select from:

☒ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

☒ Reduced water usage and consumption

(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

(3.6.1.6) River basin where the opportunity occurs

Select all that apply

☒ Unknown

(3.6.1.8) Organization specific description

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, while reducing operating costs. Aeroporti di Roma's Fiumicino airport 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 (<https://www.adr.it/acqua>).

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☒ Reduced direct 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

☒ The opportunity has already had a substantive effect on our organization in the reporting year

(3.6.1.12) Magnitude

Select from:

☒ Medium-low

(3.6.1.13) Effect of the opportunity on the financial position, financial performance and cash flows of the organization in the reporting period

The implementation of Aeroporti di Roma's water treatment plant has allowed to significantly reduce its total consumption over the years, while reducing the operating costs of water procurement.

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

Select from:

☒ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

NA

(3.6.1.26) Strategy to realize opportunity

The high number of passengers in transit at the two Rome airports and the relative companions, as well as the number of employees of the companies that operate within the airport, significantly affect the use of water, both for drinking and industrial use. At both airports, the quality of the drinking water is ensured through the implementation of chemical-biological analyses, performed regularly during the year. At Ciampino, drinking water is used drawn taken directly from the public aqueduct and used mainly for toilet facilities, catering and watering the green areas. The Fiumicino Airport location is instead characterised by the existence of a dual network, that makes it possible to manage separately the consumption that needs drinking water from those that can use industrial water. In fact, the ADR Group at

Fiumicino has a biological treatment plant for processing the airport wastewater, which permits the reuse of the purified water for industrial applications, such as heating systems, the fire prevention network, irrigation and other industrial uses. At this airport, the drinking water is supplied by the public operator and distributed by ADR throughout the airport, with consumption concentrated predominantly in the terminals. The implementation of Aeroporti di Roma's water treatment plant has allowed to significantly reduce its total consumption over the years.

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 in the process of aligning financing strategy with company's mission, objectives and sustainability targets towards 2030 and beyond. The SLFF 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. Our Sustainability Financing Framework has been reviewed by Sustainalytics who provided a Second Party Opinion. Thanks to the SLFF, Mundys was able to issue two Sustainability-

Linked Bond (SLB) for a total amount of 1,250 million euro (<https://www.mundys.com/en/media/press-release/-/press/archive/898128>). The sustainable finance structure of these SLB can enable Mundys to save almost 10 million euro of interests within 2027 (if the sustainability targets will not be met in 2027, Mundys will be subject to a premium payment for a maximum cumulative 0,75%)

(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

In 2024, Mundys successfully launched two Sustainability-Linked Bonds with a total size of EUR 1,250 million. The main conditions of the Sustainability-linked Bonds are the access to the credit with a lower interest rate, for a maximum reduction of 75 bps (0.75%), corresponding to around 10 million of potential saving if Mundys satisfies both the KPI 1 Condition (Scope 1 & 2 MB reduction targets) and the KPI 2 Condition (Scope 3 reduction targets), in accordance with the Conditions of the EMTN Programme. Both KPIs measure progress of the decarbonization roadmap of the group towards 2030. Details are available here: <https://www.mundys.com/en/sustainability-linked-financing-framework>

(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)

9375000

(3.6.1.23) Explanation of financial effect figures

Conditions (KPI 1 Condition - Scope 1 & 2 MB reduction targets & the KPI 2 Condition - Scope 3 reduction targets), the lower cost of interests for the bonds will be confirmed allowing Mundys to keep the initial interests' cost reduction of 75 bps (0.75 % - (percent)), corresponding to around 10 million euro of potential saving (1250000 euro multiplied by 0.75% (0.75 percent) equal to 9375000 euro). Details are available here: <https://www.mundys.com/en/sustainability-linked-financing-framework>

(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

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; -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). Regarding the KPI #2, Mundys will engage its main two subsidiaries (Abertis and ADR) to: -implement measures to cut direct emissions by 50% with 2030 and be net-zero within 2040; -be net-zero in indirect emissions by 2050; -reduce Scope 3 emissions (from Purchase of Goods and Services and from the Landing, Taxiing

and Take-off) in line with the objectives of Paris agreement; -act as an enabler in facilitating increased penetration of Electric Vehicles in the vehicle fleet, thereby reducing the GHG emissions associated with customer use for motorways.
[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 2023 financial expenses of the entire Group (1288000000 euro)

Water

(3.6.2.1) Financial metric

Select from:

☒ OPEX

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

0

(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

The initiative of Aeroporti di Roma (water treatment plant) allows to reduce direct cost linked to water procurement (as detailed in the questions 3.6.1) thanks to a reduced consumption, part of the total Group's operating cost 2329000000

[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

In line with the principles and values outlined in our Code of Ethics, Mundys is dedicated to fostering an inclusive work environment that leverages diversity and supports personal and professional development through continuous investment in training. Indeed, Mundys has set a specific target in its sustainability plan to increase gender diversity in the nominated boards of directors and boards of statutory auditors of its subsidiaries, with the goal of having a quota of at least 30% diversity by 2023. Please refer to Mundys Annual Report 2023 (p. 114/368

https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf

(4.1.6) Attach the policy (optional)

MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_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

☒ Chief Executive Officer (CEO)

☒ Chief Financial Officer (CFO)

☒ Chief Risk Officer (CRO)

☒ Chief Sustainability Officer (CSO)

☒ 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:

☒ 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

☒ Reviewing and guiding annual budgets

☒ Overseeing and guiding scenario analysis

☒ Overseeing the setting of corporate targets

☒ Monitoring progress towards corporate targets

☒ Approving corporate policies and/or commitments

☒ 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

☒ Reviewing and guiding innovation/R&D priorities

☒ Approving and/or overseeing employee incentives

☒ Overseeing and guiding major capital expenditures

☒ Monitoring the implementation of the business strategy

☒ Monitoring the implementation of a climate transition plan

(4.1.2.7) Please explain

The Board of Directors plays a crucial role, being responsible for shaping and overseeing the company's sustainability strategy, as well as monitoring related risks and opportunities. This oversight extends to the Group's major subsidiaries, where boards are required to approve sustainability plans and climate-related targets. To ensure effective management of ESG (Environmental, Social, and Governance) issues, Mundys has established Internal Board Committees and Executive Management Committees within both the Holding Company and its major subsidiaries. These committees are tasked with overseeing ESG-related matters and ensuring alignment with the Group's sustainability goals. In 2023, the Board of Directors met four times to discuss sustainability-related issues, focusing on non-financial reporting in the Integrated Annual Report, semi-annual performance monitoring against sustainability targets, updates to the sustainable finance framework, and revisions to the Materiality Analysis. The CEO is at the helm of the ESG agenda and its implementation, supported by relevant departments and coordinated by the Sustainability & Transformation department. This department provides strategic guidelines on the basis of the Materiality Analysis' results and oversees the Group's ESG agenda and climate action plan. Mundys also encourages its subsidiaries to adopt robust ESG governance practices, setting specific targets to be achieved over the 2021-2023 period. 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)
- ☒ 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

The Board of Directors plays a crucial role, being responsible for shaping and overseeing the company's sustainability strategy, as well as monitoring related risks and opportunities. This oversight extends to the Group's major subsidiaries, where boards are required to approve sustainability plans and climate-related targets. To ensure effective management of ESG (Environmental, Social, and Governance) issues, Mundys has established Internal Board Committees and Executive Management Committees within both the Holding Company and its major subsidiaries. These committees are tasked with overseeing ESG-related matters and ensuring alignment with the Group's sustainability goals. In 2023, the Board of Directors met four times to discuss sustainability-related issues, focusing on non-financial reporting in the Integrated Annual Report, semi-annual performance monitoring against sustainability targets, updates to the sustainable finance framework, and revisions to the Materiality Analysis. The CEO is at the helm of the ESG agenda and its implementation, supported by relevant departments and coordinated by the Sustainability & Transformation department. This department provides strategic guidelines on the basis of the Materiality Analysis' results and oversees the Group's ESG agenda and climate action plan. Mundys also encourages its subsidiaries to adopt robust ESG governance practices, setting specific targets to be achieved over the 2021-2023 period. 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)

☒ 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

The Board of Directors plays a crucial role, being responsible for shaping and overseeing the company's sustainability strategy, as well as monitoring related risks and opportunities. This oversight extends to the Group's major subsidiaries, where boards are required to approve sustainability plans and climate-related targets. To

ensure effective management of ESG (Environmental, Social, and Governance) issues, Mundys has established Internal Board Committees and Executive Management Committees within both the Holding Company and its major subsidiaries. These committees are tasked with overseeing ESG-related matters and ensuring alignment with the Group's sustainability goals. In 2023, the Board of Directors met four times to discuss sustainability-related issues, focusing on non-financial reporting in the Integrated Annual Report, semi-annual performance monitoring against sustainability targets, updates to the sustainable finance framework, and revisions to the Materiality Analysis. The CEO is at the helm of the ESG agenda and its implementation, supported by relevant departments and coordinated by the Sustainability & Transformation department. This department provides strategic guidelines on the basis of the Materiality Analysis' results and oversees the Group's ESG agenda and climate action plan. Mundys also encourages its subsidiaries to adopt robust ESG governance practices, setting specific targets to be achieved over the 2021-2023 period. 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, and we do not plan to within the next two years

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

Select from:

☒ Judged to be unimportant or not relevant

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

Not being a material environmental issue at Group-level, the competence on this environmental issues is at the Group's subsidiaries which activities can have an impact or dependency on this issue

[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, and we do not 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 2023, 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. Thanks to all these interventions and the approach aimed at continuous improvement, in 2023 there was a 28% 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:

☒ Yes

[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 Chief Executive Officer is responsible for crafting the ESG agenda and supervises its execution supported by business functions. Furthermore, it proposes periodically to the Board of Directors the Sustainability Plan, containing the key social, environmental and governance ambitions and targets including those related to climate change. For additional information, please refer to Mundys' Climate Action Plan (<https://www.mundys.com/documents/37344/180864/ClimateActionPlanEN.pdf> - pg. 7-8). Moreover, at C-level, The Chief Sustainability & Transformation Officer plays a pivotal role in steering the company towards sustainability and is responsible for defining and monitoring environmental, social, and governance (ESG) goals, supporting the various companies within the group in adopting sustainable practices. The CS&TO oversee ESG assessments in merger and acquisition projects, ensuring that new initiatives align with the company's sustainability objectives. The CEO is also supported and advised by the Chief Risk Officer, who has the responsibility of the periodic monitoring process of ESG risks with particular regard to physical and transition climate related risks and opportunities, and the Chief Asset Management Officer, who has the responsibility to oversee and coordinate implementation initiatives on portfolio companies, including the climate-related issues and strategy.

Biodiversity

(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 the business strategy related to environmental issues

(4.3.1.4) Reporting line

Select from:

- ☒ Other, please specify :Board of Directors

(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

As for Climate Change, the Chief Executive Officer is responsible for crafting the ESG agenda, which includes biodiversity commitments, among other key ESG ambitions, and for supervising the execution supported by business functions. At C-level, he is supported by the Chief Sustainability & Transformation Officer (responsible for defining and monitoring environmental, social, and governance (ESG) goals, supporting the various companies within the group in adopting

sustainable practices), the Chief Risk Officer (responsibility of the periodic monitoring process of ESG risks) and the Chief Asset Management Officer (responsibility to oversee and coordinate implementation initiatives on portfolio companies).

[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's commitment to create economic and social value for the communities and territories in which it operates is reflected in the Remuneration Policy by anchoring incentive plans to objectives that are consistent with its guidelines for sustainable business development with particular reference to fighting against climate change, the relationship of trust with stakeholders, gender equality and safety at work. In detail, the CEO, C-suites and all Mundys's employees benefit from a short-term variable remuneration component (Management by Objectives, MBO), which is 20% linked to sustainability objectives, and from the long-term incentive (LTI), which is 30% linked to ESG metrics, including CO2 emission reduction and increase in the share of electricity used from renewable sources, safety on motorways, emerging risks such as cybersecurity.

Water

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

Select from:

☒ No, and we do not plan to introduce them in the next two years

(4.5.3) Please explain

There is no monetary incentive related to the water issue because the "Double Materiality" assessment conducted by Mundys in 2023 determined that water (including its withdrawals, consumption, and discharges) is not significant. This assessment, aligned with the CSRD and ESRS, evaluated the significance of sustainability topics based on their current and potential impacts on the economy, society, and environment, as well as their financial effects on the entity. Water was found to be insignificant in terms of impacts (assessed by over 200 stakeholders), risks (ERM results), and opportunities (top management assessment). Additionally, the Group's water withdrawal volume in 2023 was extremely low, at less than 0.000001 megaliters per revenue generated, reinforcing its lack of materiality.
[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

Since 2021 incentive remuneration for Mundys's CEO is 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 in line with the achievement of the Mundys' Climate Action Plan, increase of renewable energy consumption and other company's ESG performance. More information at the following link: <https://www.mundys.com/en/governance/remuneration> & https://www.mundys.com/documents/37344/0/Relazione_Remunerazone2022_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t1653991675827.

(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) aligns short-term (annual) remuneration opportunities with the achievement of objectives relevant for the short-term development of the Company. In this way, the contribution of each beneficiary for the success of their area of the organization and for the company could be appreciated and rewarded. Moreover, Long-term Incentives (LTI) aligns medium-long-term remuneration opportunities with generating value for shareholders and other stakeholders. More information at the following link: <https://www.mundys.com/en/governance/remuneration> & https://www.mundys.com/documents/37344/0/Relazione_Remunerazone2022_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t1653991675827.
[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

☒ Portfolio

(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?inLanguagefre-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

☒ Portfolio

(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?inLanguagefre-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

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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
- ☒ Portfolio

(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?inLanguagefre-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

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[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
- ☒ Task Force on Climate-related Financial Disclosures (TCFD)

- ☒ Science-Based Targets Initiative (SBTi)

(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

(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

UE Regulation 2020/852 related to the taxonomy of environmentally friendly economic activities

(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

Other

☒ Corporate environmental targets

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

Select from:

☒ Global

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

Select from:

☒ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

As Mundys, we are committed to working with the relevant bodies to develop the regulation, agreeing with the Commission's vision of the Taxonomy regulation as an ongoing process, that needs to be completed including all the activities that can have an impact on climate change mitigation and better specifying all the criteria according to which an activity can be considered aligned with the Taxonomy.

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

Select all that apply

☒ Ad-hoc meetings

☒ Participation in working groups organized by policy makers

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

150000

(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

Mundys is an integrated transport infrastructure and mobility services operator. Decarbonising transport is imperative if the EU is to meet its net zero goals and depending on the mode of transport, the road to net zero presents several degrees of technical difficulty, levels of investment, and opportunities. Mundys is investing in breakthrough research through direct investments and via a contribution to partnerships for innovation. This includes investing in new forms of low-carbon mobility (e.g., in electric Urban Air Mobility), advanced intermodal mobility solutions to facilitate seamless passenger switch to low carbon transport modes, and intelligent mobility systems and technological solutions (to enable smoother traffic and lower congestion). Mundys is also developing and building advanced infrastructure to lower its environmental impact, for example with on-site renewable energy generation, circularity, electric vehicle charging stations, innovative and energy storage solutions. In this sense, the creation of partnerships aimed at supporting research on transport, is crucial to develop and accelerate innovative practices and standards for the sector's low carbon transition. For this reason Mundys welcomes introduction by the EU Commission of the Delegated Regulation (EU) 2020/852 and closely follows the discussions on it, knowing that it will channel future private investment into the transition to a climate-neutral, climate-resilient, resource-efficient and fair economy.

(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)

170000

(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)

0

(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

☒ GRI

(4.12.1.3) Environmental issues covered in publication

Select all that apply

- ☒ Climate change
- ☒ Water
- ☒ Biodiversity

(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
- ☒ Risks & Opportunities
- ☒ Value chain engagement
- ☒ Content of environmental policies

(4.12.1.6) Page/section reference

The information can be found at pages 29-43 (Strategy, Risk & opportunities, emission figures, emission targets, other metrics), 46-54 (Risks & opportunities), 58-63 (Governance) and 107-113 (strategy, opportunities, governance, emissions figures and targets), 140-148 (performance) of 368 total.

(4.12.1.7) Attach the relevant publication

MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf

(4.12.1.8) Comment

Please refer to Mundys' 2023 Integrated Annual Report, prepared in conformity with the 2021 GRI Sustainability Reporting Standards published by the GRI and covered by limited assurance.

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

☒ Biodiversity

(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

Please refer to Mundys' Sustainability-Linked Financing Framework, at pages 7-10 and 12-15 and 17-18

(4.12.1.7) Attach the relevant publication

Mundys Sustainability-Linked Financing Framework.pdf

(4.12.1.8) Comment

The establishment of our 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

☒ Governance

☒ Emission targets

☒ Value chain engagement

- ☑ 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 - updated on Mundys website.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:

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

(5.1.3) Primary reason why your organization has not used scenario analysis

Select from:

☒ Other, please specify :The environmental issue is not material

(5.1.4) Explain why your organization has not used scenario analysis

In 2023, Mundys conducted 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. 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). This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated.
[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

☒ Acute physical

- ☒ Market
- ☒ Liability
- ☒ Reputation
- ☒ Technology

- ☒ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

- ☒ 4.0°C and above

(5.1.1.7) Reference year

2023

(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.

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

☒ Reputation

☒ Technology

☒ Acute physical

☒ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☒ 2.5°C - 2.9°C

(5.1.1.7) Reference year

2023

(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

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

(5.1.1.6) Temperature alignment of scenario

Select from:

- ☒ 1.6°C - 1.9°C

(5.1.1.7) Reference year

2023

(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

- | | |
|--|--|
| <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:

- ☒ 1.5°C or lower

(5.1.1.7) Reference year

2023

(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

2023

(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 results of the scenario analysis make it possible to identify climate-related risks and opportunities to which Mundys' infrastructure and operations are subject and to forecast their economic and financial impacts, including magnitude and likelihood, in line with the recommendations of the TCFD and as part of the regular Climate Change Risk Assessment - CCRA process. In particular, our operating companies conduct a specific assessment based on the exact location, extent, type and status of assets under management (bottom-up approach); these risk analyses are integrated into the overall Enterprise Risk Mapping (ERM). This process influences the strategic and financial planning decisions made in the business plans of the Group's operating companies. For example, Puerto Rico Abertis BU, prone to suffer tropical cyclones and hurricanes, has invested in several measures and planned other actions to mitigate and transfer the risk, among them: 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; v) insurance policies.

[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

Mundys has made significant progress in its Climate Action Plan, implementing different actions among the one planned. Key achievements during the year include: CO2 emissions reduction (reaching a 23% reduction in direct emissions vs 2019), renewable electricity consumption increase (reaching a 75%, up by 9 percentage points from the previous year), Sustainable Finance (launching the first Sustainability-Linked Bond worth 750 million, linked to decarbonization targets, reaching a coverage of more than 50% of its debt and credit facilities that are now sustainability-linked), vehicle fleets (modernisation of the Group's fleet with low-emission and electric vehicles), efficiency improvements (to air conditioning systems and their electrification) and the introduction of biofuels usage (e.g. purchase of approx. 50 thousand litres of HVO for vehicles operating at Fiumicino airport).

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

Climate Action Plan EN - updated on Mundys website.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); -the development of urban air mobility including the development of new infrastructure for vertiports; Linked to this strategy, investments have been planned for: -EV charging stations to enable low carbon road transport (i.e. plan launched by Abertis in France to equip 1800 km of motorway network managed by SANEF and SAPN at all 72 service areas by 2023); -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://www.telepass.com/it/gruppo/news-eventi/telepass-a4-holding-3350-tonnellate-in-meno-co2>).

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 around 500 EV charging points by 2025 to encourage electric mobility (around 100 airside and 400 landside), 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 acquired a stake 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. Via our subsidiaries in the airports segment, we took part in the UrbanV initiative for the development, construction and management of new facilities called "vertiports". In line with this ambition to promote change and evolution in the mobility sector, in October Mundys inaugurated Italy's first test vertiport at Fiumicino, and at the same time carried out the first

test flight (in collaboration with Volocopter, UrbanV and AdR). This marks a significant milestone in our efforts to achieve the goal of making urban air mobility accessible to the public, with the first commercial flights to the centre of Rome to launch as early as 2024. In 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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Assets | <input checked="" type="checkbox"/> Capital allocation |
| <input checked="" type="checkbox"/> Revenues | <input checked="" type="checkbox"/> Capital expenditures |
| <input checked="" type="checkbox"/> Liabilities | <input checked="" type="checkbox"/> Acquisitions and divestments |
| <input checked="" type="checkbox"/> Direct costs | |
| <input checked="" type="checkbox"/> Access to capital | |

(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_Responsibleinvestmentpolicy_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)

843627000

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

9.8

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

(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 (%)

23.8

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

76.2

(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' 2023 Integrated Annual Report, at pg. 158-174

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)

286337000

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

5.1

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

5.1

(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 (%)

10.3

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

89.6

(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' 2023 Integrated Annual Report, at pg. 158-174

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)

54787000

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

7.5

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

7.5

(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 (%)

51.7

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

48.2

(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' 2023 Integrated Annual Report, at pg. 158-174

[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)

843627000

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

9.8

(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)

286337000

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

5.1

(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)

54787000

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

(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

99.9

(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

0.1

(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 2023 Integrated Annual Report at pg 158174 pg 159 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 2023 Integrated Annual Report at pg 158-174 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/m2 (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. For more information, please refer to Mundys' 2023 Integrated Annual Report, at pg. 179-195 (pg. 162-166 for TSC analysis explanation).

(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 climate-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' 2023 Integrated Annual Report, at pg. 158-174 (pg. 167-168 for DNSH analysis explanation).

(5.4.2.32) Minimum safeguards compliance requirements met

Select from:

☒ Yes

(5.4.2.33) Attach any supporting evidence

MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf,MUNDYS_STATEMENT_PROPORTION_ENVIRONMENTALLY_SUSTAINABLE_ACTIVITIES_2023.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' 2023 Integrated Annual Report, at pg. 158-174 (pg. 168 for MSS analysis explanation).

(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]

(5.10) 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. For more information, please refer to: https://www.epa.gov/system/files/documents/2023-12/epa_scghg_2023_report_final.pdf

(5.10.1.5) Scopes covered

Select all that apply

- | | |
|---|---|
| <input checked="" type="checkbox"/> Scope 1 | <input checked="" type="checkbox"/> Scope 3, Category 15 – Investments |
| <input checked="" type="checkbox"/> Scope 2 | <input checked="" type="checkbox"/> Scope 3, Category 2 - Capital goods |
| <input checked="" type="checkbox"/> Scope 3, other (upstream) | <input checked="" type="checkbox"/> Scope 3, Category 6 - Business travel |

- ☒ 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 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 tCO₂e as recommended by the American Environment Protection Agency AEPA to measure the external cost of the Groups activities and measure lowemission businesses and activities.

Row 3

(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
- ☒ Scope 2

(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)

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

(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

(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 Fiumicino 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 particular, Aeroporti di Roma used an ICP of around 80 €/tCO2e for the valuation of the following investments: the on-site construction of a photovoltaic plants, the installation of recharging stations and the use of advanced biofuels (HVO) in the fleet of medium/heavy vehicles currently fuelled 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
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:

- ☒ 76-99%

(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 eg GoSupply The assessment classified suppliers into four risk categories low medium mediumhigh and high risk where High Risk is the threshold for substantive environmental dependencies and impacts In 2023 this threshold corresponds to 289 suppliers 22 of the total

(5.11.1.5) % Tier 1 suppliers meeting the thresholds 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

289

[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.

[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>

[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 (accounting for about 91% of total revenues) 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 of 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. In 2022, Abertis launched a new protocol that enables the company to measure suppliers' carbon footprint and extend this practice to the supply chain.

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. The strategy covers around 85% of tier 1 suppliers by procurement spend, 76% of supplier-related scope 3 emissions, and 88% of Group revenues in 2023. 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. Over 88% of Group companies use technology platforms to support supplier assessment, measure ESG performance, conduct audits, manage risks, and engage suppliers by providing training on GHG measurement, mitigation, and innovation to decarbonize activities. The goal is to target 100% of tier 1 suppliers. A case study is the ELEVATE program of Aeroporti di Roma, 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. Alkemy Spa, through the activation - foreseen by the project - of some enabling partners for consultancy and training, succeeded in determining its carbon footprint (ISO 14064, PAS 2050), expecting improved environmental scores.

(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

[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 growth in the coming years. Mundys, via its airport management companies, is committed to actively engage with airline companies, responsible for 489,814 tonCO₂e of Mundys' scope 3 emissions in 2023 (corresponding to 22% of total CO₂e emissions), 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).
[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?

	Has there been a structural change?
	Select all that apply <input checked="" type="checkbox"/> No

[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)

During 2023, the subsidiary Abertis carried out a recalculation of its greenhouse gas (GHG) emissions for the years 2019 and 2022, in line with the GHG Protocol and the technical criteria of Science Based Target initiative (SBTi). The main changes in the GHG emissions inventory included (i) boundary changes to make the performance measurement for the year 2022 comparable to the base year of 2019, (ii) reclassification of emissions related to subcontractor work, previously attributed to scope 1 GHG emissions, now associated with scope 3 GHG emissions, (iii) correction of some computational errors, and (iv) application of more accurate and appropriate emission factors, in adherence to the GHG Protocol guidelines. This recalculation, which was externally audited by KPMG Asesores S.L. and implemented by Mundys in the Integrated Annual Report 2023, produced effects on the amount of scope 1 and scope 2 GHG emissions and scope 3 category 1 GHG emissions.

[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 1

☒ Scope 2, location-based

☒ Scope 2, market-based

☒ Scope 3

(7.1.3.3) Base year emissions recalculation policy, including significance threshold

During 2023, the subsidiary Abertis carried out a recalculation of its greenhouse gas (GHG) emissions for the years 2019 and 2022, in line with the GHG Protocol and the technical criteria of Science Based Target initiative (SBTi). The main changes in the GHG emissions inventory included (i) boundary changes to make the performance measurement for the year 2022 comparable to the base year of 2019, (ii) reclassification of emissions related to subcontractor work, previously attributed to scope 1 GHG emissions, now associated with scope 3 GHG emissions, (iii) correction of some computational errors, and (iv) application of more accurate and appropriate emission factors, in adherence to the GHG Protocol guidelines. This recalculation, which was externally audited by KPMG Asesores S.L.

and implemented by Mundys in the Integrated Annual Report 2023, produced effects on the amount of scope 1 and scope 2 GHG emissions and scope 3 category 1 GHG emissions.

(7.1.3.4) Past years' recalculation

Select from:

☒ Yes

[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

☒ IEA CO2 Emissions from Fuel Combustion

☒ The Greenhouse Gas Protocol: Scope 2 Guidance

☒ IPCC Guidelines for National Greenhouse Gas Inventories, 2006

☒ The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

☒ French methodology for greenhouse gas emissions assessments by companies V4 (ADEME 2016)

☒ 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 controlled companies and quantifies GHG emissions applying appropriate Emissions Factors (EF) 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 2023. Subsidiaries that performed independently their emission quantifications (i.e. Stalexport, Abertis, Aeroporti di Roma and Aéroports de la Côte d'Azur Group) provides directly the tonnes of CO₂eq emitted in 2023 by their imported energy consumption and the values are then consolidated. The consolidated GHG inventory is subject to limited assurance as part of the audit process and to independent 3rd-party certification in accordance with ISO 14064.

[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)

121324

(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 factor (EF). GHG emissions have been calculated 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 2023 EFs (i.e., Fuel combustion EFs expressed in tonnes of CO2eq) 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 CO2eq emitted in 2023 by the combustion of each fuel; the values have been subsequently consolidated at Group level.

Scope 2 (location-based)

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

74580

(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 controlled companies 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 in 2023; electricity purchased from the grid, non-renewable in 2023; electricity purchased produced from renewable sources in 2023. For determine location-based GHG emissions, the EFs that best characterizes 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 CO2eq emitted in 2023 by their imported energy consumption, and the values have been subsequently consolidated at Group level.

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

87252

(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 controlled companies 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 in 2023; electricity purchased from the grid, non-renewable in 2023; electricity purchased produced from renewable sources in 2023. 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 CO2eq emitted in 2023 by their imported energy consumption, and the values have been subsequently consolidated at Group level.

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 represents one of the hotspot 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 EF 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 spent from procurement data sheets has been collected. Emissions are calculated using a spend-based method by collecting data on the spent for goods and services purchased and multiplying by 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>) and to the Integrated Annual Report (https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494).

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 in 2023, 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 EF. 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>) and to the Integrated Annual Report (https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494).

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 CO2e)

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 m3 of fuel consumed by the EF relative to the specific fuel. The EF used were obtained from DEFRA 2020 conversion factors: Energy related activities (extraction, refining, transportation) EF, expressed in t CO2eq/litre (or m3) and referred to the year 2020; - 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 2020 conversion factors: Country electricity related activities (Generation and transportation and distribution losses) EF, expressed in t CO2eq/MWh and referred to the year 2020. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>) and to the Integrated Annual Report (https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494).

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 CO2e)

3359

(7.5.3) Methodological details

No specific distances 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 spent 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>) and to the Integrated Annual Report

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 in the different waste categories) by the specific EF. The EF, 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>) and to the Integrated Annual Report (https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494).

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

21627.6

(7.5.3) Methodological details

GHG emissions related to business travels have been calculated by multiplying the total km travelled for each type of transport by the related EF, obtained from DEFRA 2020 conversion. The EF are expressed in kg of CO2e per km travelled for each of the following travel modes: - Domestic/national flights; - International flights; - Intercontinental flights; - Train travels; - Car travels. Please refer to Mundys' Climate Action Plan webpage

(<https://www.mundys.com/en/sustainability/climate-action-plan>) and to the Integrated Annual Report (https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494).

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 EF obtained from the Scope 3 screening tool developed by the GHG Protocol together with Quantis. The companies that performed independently their GHG emission quantification (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>) and to the Integrated Annual Report (https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494).

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(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 in CO2 emissions associated to 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

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(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)

619688

(7.5.3) Methodological details

GHG emissions from use of sold products/services of Mundys Group mainly consist in CO2 emissions associated to aircraft landing, taxiing and take off operations at managed airports (Aeroporti di Roma and Aéroports de la Côte d'Azur Group). LTO cycle is defined by International Civil Aviation Organization (ICAO). It covers four modes of engine operation, namely idle, approach, climb out and take-off, each of which is associated with a specific engine thrust setting and a time in mode. LTO CO2 emissions are calculated by considering several factors such as: type of aircraft, type of engines, taxi time, loading factor etc. According to the GHG Protocol Corporate Value Chain (Scope 3) Standard, mandatory emissions attributable to the "use of sold product" category do not include "the indirect use-phase emissions of sold products over their expected lifetime (i.e. emissions from the use of products that indirectly consume energy during use)"; reporting these emissions is considered optional by the GHG Protocol guidance. Thus direct emissions of vehicles that use motorways and are considered indirect use-phase emissions for Mundys. Since Mundys has a low level of influence on these indirect use-phase emissions, and cannot directly reduce them through its operations, it has been decided not to include them in the consolidated GHG inventory assessment. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>) and to the Integrated Annual Report (https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494).

Scope 3 category 12: End of life treatment of sold products

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(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 13: Downstream leased assets

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

34512.0

(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

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(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 investment 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 in 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; - Average-data method.

Scope 3: Other (upstream)

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(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

(7.5.2) Base year emissions (metric tons CO2e)

581550

(7.5.3) Methodological details

In this category we report other GHG emissions considered as optional to our GHG inventory. It is related to passengers and goods accessibility to airports surface and it has been calculated for Aeroporti di Roma and Aéroports de la Côte d'Azur Group. The emissions have been provided directly by the two subsidiaries, as

already included in their verified GHG inventory. The calculation methodology is based on airport traffic. Passengers pay for air tickets and boarding taxes, therefore it is exactly known how many air tickets have been issued (number of pax). For the accessibility thousands of questionnaires every year are made (through an external company) to arriving and departing passengers, asking how they arrive at the airport (own car and vehicle type, taxi, train, buses, car sharing, etc.), from what distance, if alone or accompanied, etc. Subsequently the results are statistically distributed on total pax and emissions by means of transport and distance travelled. Moreover, the ID number of vehicles entering the parking lots are read and used. Loading and unloading registers are considered for goods. This category is considered not material for the other subsidiaries (i.e. motorways' subsidiaries), as Mundys has a low level of influence over it and it has a low strategic importance. Thus, only the emissions of the subsidiaries for which the category was applicable have been considered and reported. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>) and to the Integrated Annual Report (https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494).

[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)

134089

(7.6.3) Methodological details

As of 31.12.2023, total scope 1 emissions amounted to 134,088 tons of CO2e divided into stationary sources (72,258), mobile sources (58,830) and refrigerant gases (3,001). Compared to the base year 2019, Scope 1 emissions increased by 11%. Compared to the previous year emissions, Scope 1 emissions decreased by 6%. 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 50 thousand litres 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 operation of the gasfired cogeneration plant that powers the airport (a cut of 5.2 million cubic metres compared with 2022). 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. Please, refer to pg. 109 and 146 of the Mundys' 2023 Integrated Annual Report (https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494).

Past year 1

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

142647

(7.6.2) End date

12/30/2022

(7.6.3) Methodological details

As of 31.12.2022, total scope 1 emissions amounted to 142,647 tons of CO₂e. Compared to the 2023, the 2022 emissions resulted higher than 22%. The consolidated GHG inventory was subjected to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064. Please, refer to pg. 119 of the Mundys' 2022 Integrated Annual Report (https://www.mundys.com/documents/37344/798825/RAI_MUNDYS_2022_WEB_ENG.pdf/95788beb-7341-bbfe-e8ab-928f141829b9?t1682668420788). As reported in Questions 7.1.2 and 7.1.3, during 2023, the subsidiary Abertis carried out a recalculation of its greenhouse gas (GHG) emissions for the years 2019 and 2022, in line with the GHG Protocol and the technical protocol of Science Based Target initiative (SBTi). This recalculation was externally audited by KPMG Asesores S.L. and implemented by Mundys in the Integrated Annual Report 2023.

[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)

63348

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO₂e) (if applicable)

25139

(7.7.4) Methodological details

As specified in Question 7.3, Scope 2 emissions are calculated by Mundys through an internal consolidated tool that collects annual electricity consumption data of controlled companies and quantifies GHG emissions applying appropriate Emissions Factors (EF) to evaluate both location and market-based emissions. As of 31.12.2023, total scope 2 market-based emissions amounted to 25,139 tons of CO₂e. Compared to the base year 2019, Scope 2 emissions decreased by 71%. Compared to the previous year emissions, Scope 2 emissions decreased by 27%. This is thanks to a further increase in the supply of electricity from certified renewable sources (75% of the total electricity consumed in 2023) and to energy efficiency initiatives. 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. Please, refer to pg. 109 and 146 of the Mundys' 2023 Integrated Annual Report (https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494). As reported in Questions 7.1.2 and 7.1.3, during 2023, the subsidiary Abertis carried out a recalculation of its greenhouse gas (GHG) emissions for the years 2019 and 2022, in line with the GHG Protocol and the technical protocol of Science Based Target initiative (SBTi). This recalculation was externally audited by KPMG Asesores S.L. and implemented by Mundys in the Integrated Annual Report 2023.

Past year 1

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO₂e)

64651

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO₂e) (if applicable)

34276

(7.7.3) End date

12/31/2022

(7.7.4) Methodological details

As of 31.12.2022, total scope 2 market-based emissions amounted to 34,276 tons of CO₂e. Compared to the 2023, the 2022 emissions resulted higher than 27%. The consolidated GHG inventory was subjected to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064. Please, refer to pg. 119 of the Mundys' 2022 Integrated Annual Report (https://www.mundys.com/documents/37344/798825/RAI_MUNDYS_2022_WEB_ENG.pdf/95788beb-7341-bbfe-e8ab-928f141829b9?t1682668420788). As reported in Questions 7.1.2 and 7.1.3, during 2023, the subsidiary Abertis carried out a recalculation of its greenhouse gas (GHG) emissions for the years 2019 and 2022, in line with the GHG Protocol and the technical criteria of Science Based Target initiative (SBTi). This recalculation was externally audited by KPMG Asesores S.L. and implemented by Mundys in the Integrated Annual Report 2023.

[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 CO₂e)

776300

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Spend-based method

☒ Other, please specify :Activity data expressed in mass unit

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Purchased goods and services represents 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 3.8 database. - monetary expenses: for the remaining goods (and services) for which it wasn't possible to collect physical data, monetary spent from procurement data sheets has been collected. Emissions are calculated using a spend-based method by collecting data on the spent for goods and services purchased and multiplying by relevant EF for the industry categories available in the Exiobase 3.3 EEIO database. The data collection process and the Greenhouse Gas inventory of Mundys's 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.

Capital goods

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

55905

(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 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. Emissions are calculated using a spend-based method by collecting data on the capital expenditures and multiplying them by relevant EF for the industry categories available in the Exiobase 3.3 EEIO database. The data collection process and the Greenhouse Gas inventory of Mundys's 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.

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 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

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 liters or m3 of fuel consumed by the EF relative to the specific fuel. The EF used were obtained from DEFRA 2023 conversion factors: Energy related activities (extraction, refining, transportation) EF, expressed in t CO2eq/liter (or m3) and referred to the year 2023; - 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 2023 conversion factors: Country electricity related activities (Generation and transportation and distribution losses) EF, expressed in t CO2eq/MWh and referred to the year 2023. The data collection process and the Greenhouse Gas inventory of Mundys's 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.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

14908

(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 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 distances 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's 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.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO₂e)

28209

(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 in the different waste categories) by the specific EF. The EF, expressed in tonnes CO₂eq/kg have been selected from Ecoinvent 3.8, in line with the GHG Protocol guidelines. The data collection process and the Greenhouse Gas inventory of Mundys's 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.

Business travel

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO₂e)

10010

(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 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 travels have been calculated by multiplying the total km travelled for each type of transport by the related EF, obtained from DEFRA 2023 conversion. The EF are expressed in kg of CO2e 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's 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.

Employee commuting

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

32792

(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 companies that performed independently their GHG emission quantification (Stalexport, Aeroporti di Roma and Aéroports de la Côte d'Azur Group) through surveys provided Mundys directly with the tonnes of CO2e emitted in 2023, and the values have been subsequently consolidated. The data collection process and the Greenhouse Gas inventory of Mundys's 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.

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, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

5

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average product 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

This category is not significant to Mundys' scope 3 boundaries because the Group businesses do not have significant product transportation and distribution chains. It is applicable only to the distribution chain of tele-tolling devices and the impact is negligible. In 2022, the category accounts for 7 tons of CO2e.

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)

546361

(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

26

(7.8.5) Please explain

In this category, we include only the 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. To calculate such CO2e emissions, Mundys used a model that incorporates data from CORINAIR (Core Inventory AIR) database from European Environmental Agency. CORINAIR quantifies the average emissions of each step of the LTO cycle for every single aircraft model based on ICAO database engines performance and Directive 9889 ICAO. The ratio between emissions per unit of time of each step and the average duration of the same for the airports of Rome Fiumicino and Rome Ciampino, multiplied by the number of movements made for each type / category of aircraft provides total CO2e emission associated with the LTO cycle. CO2e emissions from the LTO cycle regarding the French airports are directly calculated by DGAC (Direction Générale de l'Aviation Civile). According to the GHG Protocol Corporate Value Chain (Scope 3) Standard, mandatory emissions attributable to the "use of sold product" category do not include "the indirect use-phase emissions of sold products over their expected lifetime (i.e. emissions from the use of products that indirectly consume energy during use)"; reporting these emissions is considered optional in the GHG Protocol guidance. Direct emissions of vehicles that use highways infrastructures and direct aircraft emissions related to cruise phase are considered indirect use-phase emissions for Mundys.

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)

24197

(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's 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.

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 franchisee.

Investments

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

8782

(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's investments: 1. Starting from the list of all 2023 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 in boards of directors have been considered. To estimate the GHG emissions associated to Mundys's 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 (t CO2 eq /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's 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.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

We have not identified any further categories of upstream and downstream emissions.

Other (downstream)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO₂e)

549681

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Hybrid 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 client and visitor transportation have been calculated only for Aeroporti di Roma and Aéroports de la Côte d'Azur Group. The emissions have been provided directly by the two subsidiaries, as already included in their verified GHG inventory: - Aeroporti di Roma: the emissions include the access of passengers and goods to the airport site. - Aéroports de la Côte d'Azur Group: the emissions include the access of passengers to the airport platform by bus. Airport passengers pay for air tickets and boarding taxes, therefore it is exactly known how many air tickets have been issued (number of pax). For the accessibility thousands of questionnaires every year are made (through an external company) to arriving and departing passengers, asking how they arrive at the airport (own car and vehicle type, taxi, train, buses, car sharing, etc.), from what distance, if alone or accompanied, etc. Subsequently the results are statistically distributed on total

pax and emissions by means of transport and distance travelled. Moreover, the number plates of the cars entering the parking lots are read and used. This category is considered not material for the other subsidiaries (i.e. motorways' subsidiaries), as Mundys has a low level of influence over it and it has a low strategic importance. Thus, only the emissions of the subsidiaries for which the category was applicable have been integrated and reported. The data collection process and the Greenhouse Gas inventory of Mundys's 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.
[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

12/31/2022

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

794796

(7.8.1.3) Scope 3: Capital goods (metric tons CO2e)

74094

(7.8.1.4) Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

43788

(7.8.1.5) Scope 3: Upstream transportation and distribution (metric tons CO2e)

11509

(7.8.1.6) Scope 3: Waste generated in operations (metric tons CO2e)

24327

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

10990

(7.8.1.8) Scope 3: Employee commuting (metric tons CO2e)

35624

(7.8.1.9) Scope 3: Upstream leased assets (metric tons CO2e)

0

(7.8.1.10) Scope 3: Downstream transportation and distribution (metric tons CO2e)

7

(7.8.1.11) Scope 3: Processing of sold products (metric tons CO2e)

0

(7.8.1.12) Scope 3: Use of sold products (metric tons CO2e)

427802

(7.8.1.13) Scope 3: End of life treatment of sold products (metric tons CO2e)

0

(7.8.1.14) Scope 3: Downstream leased assets (metric tons CO2e)

32148

(7.8.1.15) Scope 3: Franchises (metric tons CO2e)

0

(7.8.1.16) Scope 3: Investments (metric tons CO2e)

9809

(7.8.1.17) Scope 3: Other (upstream) (metric tons CO2e)

0

(7.8.1.18) Scope 3: Other (downstream) (metric tons CO2e)

523250

(7.8.1.19) Comment

During 2023, the subsidiary Abertis carried out a recalculation of its greenhouse gas (GHG) emissions for the years 2019 and 2022, in line with the GHG Protocol and the technical criteria of Science Based Target initiative (SBTi). The main changes in the GHG emissions inventory included (i) boundary changes to make the performance measurement for the year 2022 comparable to the base year of 2019, (ii) reclassification of emissions related to subcontractor work, previously attributed to scope 1 GHG emissions, now associated with scope 3 GHG emissions, (iii) correction of some computational errors, and (iv) application of more accurate and appropriate emission factors, in adherence to the GHG Protocol guidelines. This recalculation, which was externally audited by KPMG Asesores S.L. and implemented by Mundys in the Integrated Annual Report 2023, produced effects on the amount of scope 1 and scope 2 GHG emissions and scope 3 category 1 GHG emissions.

[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Select from: <input checked="" type="checkbox"/> Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Select from:

	Verification/assurance status
	<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

(7.9.1.5) Page/section reference

Please refer to the enclosed ISO 14064-1:2018 certification issued by Bureau Veritas (pg. 1). Please note that the process of certifying our GHG inventories was carried out after the publication of the 2023 Integrated Annual Report (IAR), thus motivating some minor changes in GHG emission values. Please find also attached in the same PDF Mundys Greenhouse Gas emissions inventory report (2023) with the reference in Annex C (pg. 61) of ISO-GHG Protocol reconciliation table.

(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

Mundys SPA_ISO 14064-1 certification_2023 - ENG.pdf

(7.9.2.6) Page/ section reference

Please refer to the enclosed ISO 14064-1:2018 certification issued by Bureau Veritas (pg. 1). Please note that the process of certifying our GHG inventories was carried out after the publication of the 2023 Integrated Annual Report (IAR), thus motivating some minor changes in GHG emission values. Please find also attached in the same PDF Mundys Greenhouse Gas emissions inventory report (2023) with the reference in Annex C (pg. 61) of ISO-GHG Protocol reconciliation table.

(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

Mundys_ISO_14064-1_&_GHG2023_report.pdf

(7.9.3.6) Page/section reference

Please refer to the enclosed ISO 14064-1:2018 certification issued by Bureau Veritas (pg. 1). Please note that the process of certifying our GHG inventories was carried out after the publication of the 2023 Integrated Annual Report (IAR), thus motivating some minor changes in GHG emission values. Please find also attached in the same PDF Mundys Greenhouse Gas emissions inventory report (2023) with the reference in Annex C (pg. 61) of ISO-GHG Protocol reconciliation table.

(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 CO2e)

9137

(7.10.1.2) Direction of change in emissions

Select from:

☒ Decreased

(7.10.1.3) Emissions value (percentage)

5.2

(7.10.1.4) Please explain calculation

As of 31.12.2023, 159,227 tCO₂e emissions correspond to the direct emissions (scope 1 and 2 market-based), a decline of 10% compared with 2022. Scope 2 market-based emissions amount to 25,139 tons of CO₂e vs. 34,276 tons of CO₂e in 2022, decreasing total scope 1 + 2 emissions by 9,137 tons CO₂e thanks to the consumption of additional renewable electricity (a reduction of 8,432 tCO₂e) and to energy efficiency projects (705 tCO₂e), mainly lighting substitutions. This decrease of 9,137 scope 2 MB emissions corresponds to a decrease of 5.2% vs 2022 (176,923 tons of CO₂e scope 1 and 2 market-based emissions). The further increase in the supply of electricity from certified renewable sources reached a consumption of 75% in 2023 (vs. 67% in 2022). More details available in the Q 7.55.2

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO₂e)

8559

(7.10.1.2) Direction of change in emissions

Select from:

☒ Decreased

(7.10.1.3) Emissions value (percentage)

4.8

(7.10.1.4) Please explain calculation

As of 31.12.2023, 159,227 tCO₂e emissions correspond to the direct emissions (scope 1 and 2 market-based), a decline of 10% compared with 2022. Scope 1 emissions amount to 134,088 tons of CO₂e vs 142,647 tons of CO₂e in 2022, decreasing total scope 1 + 2 emissions by 8,559 tons CO₂e thanks to the implementation of 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 50 thousand litres of HVO for vehicles operating at Fiumicino airport. This decrease of 8,559 scope 1 emissions corresponds to a decrease of 4.8% vs 2022 (176,923 tons of CO₂e scope 1 and 2 market-based emissions). More details available in the Q 7.55.2

Divestment

(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

Acquisitions

(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

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)

4929

(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 (in 2023, they correspond to 0.2% of total emissions). Please refer to pg 146 of Mundys' 2023 Integrated Annual Report

(https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494)

[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)

2171

(7.16.2) Scope 2, location-based (metric tons CO2e)

9447

(7.16.3) Scope 2, market-based (metric tons CO2e)

9447

Australia

(7.16.1) Scope 1 emissions (metric tons CO2e)

53

(7.16.2) Scope 2, location-based (metric tons CO2e)

409

(7.16.3) Scope 2, market-based (metric tons CO2e)

409

Austria

(7.16.1) Scope 1 emissions (metric tons CO2e)

281

(7.16.2) Scope 2, location-based (metric tons CO2e)

17

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Belgium

(7.16.1) Scope 1 emissions (metric tons CO2e)

116

(7.16.2) Scope 2, location-based (metric tons CO2e)

25

(7.16.3) Scope 2, market-based (metric tons CO2e)

27

Brazil

(7.16.1) Scope 1 emissions (metric tons CO2e)

24910

(7.16.2) Scope 2, location-based (metric tons CO2e)

1389

(7.16.3) Scope 2, market-based (metric tons CO2e)

338

Chile

(7.16.1) Scope 1 emissions (metric tons CO2e)

5964

(7.16.2) Scope 2, location-based (metric tons CO2e)

14851

(7.16.3) Scope 2, market-based (metric tons CO2e)

8453

China

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

33

(7.16.3) Scope 2, market-based (metric tons CO2e)

33

Colombia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

5

(7.16.3) Scope 2, market-based (metric tons CO2e)

5

Czechia

(7.16.1) Scope 1 emissions (metric tons CO2e)

898

(7.16.2) Scope 2, location-based (metric tons CO2e)

172

(7.16.3) Scope 2, market-based (metric tons CO2e)

284

France

(7.16.1) Scope 1 emissions (metric tons CO2e)

10250

(7.16.2) Scope 2, location-based (metric tons CO2e)

2295

(7.16.3) Scope 2, market-based (metric tons CO2e)

8

Germany

(7.16.1) Scope 1 emissions (metric tons CO2e)

2039

(7.16.2) Scope 2, location-based (metric tons CO2e)

903

(7.16.3) Scope 2, market-based (metric tons CO2e)

1745

Greece

(7.16.1) Scope 1 emissions (metric tons CO2e)

433

(7.16.2) Scope 2, location-based (metric tons CO2e)

12

(7.16.3) Scope 2, market-based (metric tons CO2e)

18

Hong Kong SAR, China

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

26

(7.16.3) Scope 2, market-based (metric tons CO2e)

26

Hungary

(7.16.1) Scope 1 emissions (metric tons CO2e)

439

(7.16.2) Scope 2, location-based (metric tons CO2e)

91

(7.16.3) Scope 2, market-based (metric tons CO2e)

154

India

(7.16.1) Scope 1 emissions (metric tons CO2e)

191

(7.16.2) Scope 2, location-based (metric tons CO2e)

1896

(7.16.3) Scope 2, market-based (metric tons CO2e)

36

Italy

(7.16.1) Scope 1 emissions (metric tons CO2e)

72736

(7.16.2) Scope 2, location-based (metric tons CO2e)

15530

(7.16.3) Scope 2, market-based (metric tons CO2e)

534

Mexico

(7.16.1) Scope 1 emissions (metric tons CO2e)

3999

(7.16.2) Scope 2, location-based (metric tons CO2e)

2879

(7.16.3) Scope 2, market-based (metric tons CO2e)

865

Netherlands

(7.16.1) Scope 1 emissions (metric tons CO2e)

184

(7.16.2) Scope 2, location-based (metric tons CO2e)

132

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Poland

(7.16.1) Scope 1 emissions (metric tons CO2e)

974

(7.16.2) Scope 2, location-based (metric tons CO2e)

1307

(7.16.3) Scope 2, market-based (metric tons CO2e)

75

Portugal

(7.16.1) Scope 1 emissions (metric tons CO2e)

82

(7.16.2) Scope 2, location-based (metric tons CO2e)

1

(7.16.3) Scope 2, market-based (metric tons CO2e)

2

Puerto Rico

(7.16.1) Scope 1 emissions (metric tons CO2e)

590

(7.16.2) Scope 2, location-based (metric tons CO2e)

2582

(7.16.3) Scope 2, market-based (metric tons CO2e)

2582

Serbia

(7.16.1) Scope 1 emissions (metric tons CO2e)

31

(7.16.2) Scope 2, location-based (metric tons CO2e)

24

(7.16.3) Scope 2, market-based (metric tons CO2e)

33

Singapore

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

2

(7.16.3) Scope 2, market-based (metric tons CO2e)

2

Slovakia

(7.16.1) Scope 1 emissions (metric tons CO2e)

67

(7.16.2) Scope 2, location-based (metric tons CO2e)

10

(7.16.3) Scope 2, market-based (metric tons CO2e)

14

Spain

(7.16.1) Scope 1 emissions (metric tons CO2e)

1946

(7.16.2) Scope 2, location-based (metric tons CO2e)

6324

(7.16.3) Scope 2, market-based (metric tons CO2e)

2

Switzerland

(7.16.1) Scope 1 emissions (metric tons CO2e)

630

(7.16.2) Scope 2, location-based (metric tons CO2e)

3

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Turkey

(7.16.1) Scope 1 emissions (metric tons CO2e)

218

(7.16.2) Scope 2, location-based (metric tons CO2e)

5

(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)

1955

(7.16.2) Scope 2, location-based (metric tons CO2e)

315

(7.16.3) Scope 2, market-based (metric tons CO2e)

48

United States of America

(7.16.1) Scope 1 emissions (metric tons CO2e)

2888

(7.16.2) Scope 2, location-based (metric tons CO2e)

2658

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

[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	Motorway activities	53129
Row 2	Airport activities	70764
Row 3	Mobility services	10196

[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	Stationary sources	72258
Row 2	Mobile sources	58830
Row 3	Refrigerant gases	3001

[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	Motorways services	49243	21742
Row 2	Airport services	10799	0
Row 3	Mobility services	3307	3397

[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)

134088

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

63348

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

(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)

124

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

528

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

534

(7.23.1.15) Comment

Telepass Group operates in the field of app-based mobility services for urban and extra-urban areas, to create an ecosystem of services that offers individuals and companies an increasing number of options for flexible, safe and sustainable integrated mobility. The business model, which has guided the evolution of Telepass from the role of leading company in electronic toll services to that of operator of an integrated mobility ecosystem (Mobility As A Service) thanks to the development of "data-driven" technological services accessible through a single app, has become an example of innovation recognized by Harvard Business School and studied

abroad. Telepass is also known as a company active in the management, marketing, and collection of automatic freeway toll payment systems. Telepass is building an increasingly complete ecosystem of additional services linked to new forms of mobility. It currently offers over 30 mobility services, such as cashless payments for fuel, parking, cabs and shared mobility services, insurance products, electric vehicle rental, payment of blue lines and even the Ski pass service: all available through a single app. For more information on Mundys Group's structure and activities please refer to <https://www.mundys.com/en/about-us/the-group>.

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)

373

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

1030

(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 14.6 million passengers in 2019, 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)

2855

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

8752

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

2843

(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, they were awarded the construction and management of two other important projects 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)

45074

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

38278

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

18154

(7.23.1.15) Comment

Abertis is one of the leaders worldwide in tollroads 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 34 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 5

(7.23.1.1) Subsidiary name

AB Concessões 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

☒ ISIN code – bond

(7.23.1.4) ISIN code – bond

BRATLBDBS010

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

3752

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

338

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

338

(7.23.1.15) Comment

AB Concessões is one of the largest highway concession companies in Brazil, managing more than 1,500 kilometers of roads through its concessionaires: AB Triângulo do Sol, AB Colinas and Rodovias do Tietê, in the State of São Paulo, and AB Nascentes das Geraís, in Minas Gerais. Mainly due to their privileged strategic location, AB Concessões' highways stand out as essential for the economy and social development: they carry the capital that generates wealth, including much of the agribusiness production; they attract new enterprises to the regions within the road perimeters and generate financial resources, through the payment of ISSQN, which are destined to various municipalities. 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)

146

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

72

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

0

(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 24 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 60m 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, of which around 6,000 in Italy. 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

(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)

783

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

1248

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

16

(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)

9698

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

2409

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

2820

(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 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 Next Generation Traffic Management systems for cities including smart intersections, Tunnel and Highway Management systems, Connected Mobility Solutions for V-2-I (Vehicle-to-Infrastructure) communication and Advanced Road-User Charging solutions. 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)

892

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

924

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

434

(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)

70391

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

9769

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

0.0

(7.23.1.15) Comment

*The Aeroporti di Roma (ADR) Group comprises the "Leonardo da Vinci" international airport at Fiumicino, which has been awarded the title of Best Airport in Europe in 2021 by Airport Council International for the fifth consecutive time, and the "Giovanni Battista Pastine" airport at Ciampino. The ADR Group manages several subsidiary companies, Engineering S.p.A., ADR Infrastructures 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 44.4 million passengers in 2023 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:

	Indicate whether your organization undertook this energy-related activity in the reporting year
	<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

392

(7.30.1.3) MWh from non-renewable sources

572386

(7.30.1.4) Total (renewable and non-renewable) MWh

572778

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

224154

(7.30.1.3) MWh from non-renewable sources

74991

(7.30.1.4) Total (renewable and non-renewable) MWh

299144

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

2300

(7.30.1.4) Total (renewable and non-renewable) MWh

2300

Total energy consumption

(7.30.1.1) Heating value

Select from:

☒ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

226846

(7.30.1.3) MWh from non-renewable sources

647377

(7.30.1.4) Total (renewable and non-renewable) MWh

874223

[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

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for co-generation or tri-generation	<i>Select from:</i> <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

392

(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

392

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

In 2023, 392 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

(7.30.7.6) MWh fuel consumed for self-generation of cooling

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

(7.30.7.6) MWh fuel consumed for self-generation of cooling

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

(7.30.7.6) MWh fuel consumed for self-generation of cooling

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

236000

(7.30.7.3) MWh fuel consumed for self-generation of electricity

14926

(7.30.7.4) MWh fuel consumed for self-generation of heat

221074

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

In 2023, 9,469 MWh of fuel oil was used in the operations of boilers, 221,074 MWh of fuel was consumed for vehicle fleet as diesel, gasoline, LPG and ethanol and 5,457 MWh of other oil was consumed for electricity generation, in particular due to auxiliary power units.

Gas

(7.30.7.1) Heating value

Select from:

☒ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

336386

(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

13075

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

323311

(7.30.7.8) Comment

In 2023, 1,702 MWh of methane consumed for vehicle fleet and 11,373 MWh of methane consumed for self generation of heat of boilers.

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

(7.30.7.6) MWh fuel consumed for self-generation of cooling

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

572778

(7.30.7.3) MWh fuel consumed for self-generation of electricity

14926

(7.30.7.4) MWh fuel consumed for self-generation of heat

234541

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

323311

(7.30.7.8) Comment

In 2023, 572,778 MWh of fuel was consumed, of which: 14,926 MWh for electricity generation, in particular due to auxiliary power units (9,469 MWh of fuel oil and 5,457 of other fuels), 234,541 MWh for generation of heat (223,168 MWh for vehicle fleet as biodiesel, diesel, gasoline, LPG, ethanol and methane; 11,373 MWh of methane consumed for self generation of heat of boilers) and 323,311 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)

139434

(7.30.9.2) Generation that is consumed by the organization (MWh)

139118

(7.30.9.3) Gross generation from renewable sources (MWh)

2616

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

2300

Heat

(7.30.9.1) Total Gross generation (MWh)

57004

(7.30.9.2) Generation that is consumed by the organization (MWh)

57004

(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:

☒ France

(7.30.14.2) Sourcing method

Select from:

☒ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.14.3) Energy carrier

Select from:

☒ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☒ Sustainable biomass

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

110

(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

No additional comment

Row 2

(7.30.14.1) Country/area

Select from:

☒ France

(7.30.14.2) Sourcing method

Select from:

☒ Retail supply contract with an electricity supplier (retail green electricity)

(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)

3106

(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

No additional comment

Row 3

(7.30.14.1) Country/area

Select from:

☒ France

(7.30.14.2) Sourcing method

Select from:

☒ Retail supply contract with an electricity supplier (retail green electricity)

(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)

3091

(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:

☒ Sweden

(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

No additional comment

Row 4

(7.30.14.1) Country/area

Select from:

☒ France

(7.30.14.2) Sourcing method

Select from:

☒ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.14.3) Energy carrier

Select from:

☒ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☒ Large hydropower (>25 MW)

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

38710

(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

No additional comment

Row 5

(7.30.14.1) Country/area

Select from:

☒ Italy

(7.30.14.2) Sourcing method

Select from:

☒ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.14.3) Energy carrier

Select from:

☒ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☒ Large hydropower (>25 MW)

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

36508

(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)

1954

(7.30.14.10) Comment

Hydro-electric head installations in CISMONE DEL GRAPPA, Italy

Row 6

(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 :h

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

23159.84

(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

AVASA, AULESA, AUCAT, CASTELLANA

Row 7

(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)

24439.17

(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

Grupo Arteris

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:

☒ Renewable energy mix, please specify :solar wind

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

19425.74

(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

AUTOSTRADA BRESCIA VERONA VICENZA PADOVA SPA

Row 9

(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)

2685.34

(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:

☒ 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

JADCHERLA EXPRESSWAYS PRIVATE LIMITED, TRICHY TOLLWAY PRIVATE LIMITED

Row 10

(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)

(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***RCO and Abertis company***Row 11****(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

Sanef Group

Row 12

(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 :unknown

(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

No additional comment

Row 13

(7.30.14.1) Country/area

Select from:

☒ Chile

(7.30.14.2) Sourcing method

Select from:

☒ Retail supply contract with an electricity supplier (retail green electricity)

(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)

18994.82

(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:

☒ Chile

(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

No additional comment

[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)

34528

(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)

34528.00

Australia

(7.30.16.1) Consumption of purchased electricity (MWh)

630

(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)

630.00

Austria

(7.30.16.1) Consumption of purchased electricity (MWh)

128

(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)

128.00

Belgium

(7.30.16.1) Consumption of purchased electricity (MWh)

186

(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)

186.00

Brazil

(7.30.16.1) Consumption of purchased electricity (MWh)

26955

(7.30.16.2) Consumption of self-generated electricity (MWh)

1004

(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)

27959.00

Chile

(7.30.16.1) Consumption of purchased electricity (MWh)

42893

(7.30.16.2) Consumption of self-generated electricity (MWh)

14

(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)

42907.00

China

(7.30.16.1) Consumption of purchased electricity (MWh)

55

(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)

55.00

Colombia

(7.30.16.1) Consumption of purchased electricity (MWh)

31

(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)

31.00

Czechia

(7.30.16.1) Consumption of purchased electricity (MWh)

408

(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)

408.00

France

(7.30.16.1) Consumption of purchased electricity (MWh)

85493

(7.30.16.2) Consumption of self-generated electricity (MWh)

132

(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)

85625.00

Germany

(7.30.16.1) Consumption of purchased electricity (MWh)

2599

(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)

2599.00

Greece

(7.30.16.1) Consumption of purchased electricity (MWh)

35

(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)

35.00

Hong Kong SAR, China

(7.30.16.1) Consumption of purchased electricity (MWh)

42

(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)

42.00

Hungary

(7.30.16.1) Consumption of purchased electricity (MWh)

480

(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)

480.00

India

(7.30.16.1) Consumption of purchased electricity (MWh)

2700

(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)

2700.00

Italy

(7.30.16.1) Consumption of purchased electricity (MWh)

57940

(7.30.16.2) Consumption of self-generated electricity (MWh)

137010

(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)

57004

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

251954.00

Mexico

(7.30.16.1) Consumption of purchased electricity (MWh)

6619

(7.30.16.2) Consumption of self-generated electricity (MWh)

113

(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)

6732.00

Netherlands

(7.30.16.1) Consumption of purchased electricity (MWh)

425

(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)

425.00

Poland

(7.30.16.1) Consumption of purchased electricity (MWh)

1546

(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)

1546.00

Portugal

(7.30.16.1) Consumption of purchased electricity (MWh)

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)

8.00

Puerto Rico

(7.30.16.1) Consumption of purchased electricity (MWh)

3631

(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)

3631.00

Serbia

(7.30.16.1) Consumption of purchased electricity (MWh)

34

(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)

34.00

Singapore

(7.30.16.1) Consumption of purchased electricity (MWh)

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)

4.00

Slovakia

(7.30.16.1) Consumption of purchased electricity (MWh)

76

(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)

76.00

Spain

(7.30.16.1) Consumption of purchased electricity (MWh)

23716

(7.30.16.2) Consumption of self-generated electricity (MWh)

567

(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)

24283.00

Switzerland

(7.30.16.1) Consumption of purchased electricity (MWh)

109

(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)

109.00

Turkey

(7.30.16.1) Consumption of purchased electricity (MWh)

12

(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)

12.00

United Kingdom of Great Britain and Northern Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

1555

(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)

1555.00

United States of America

(7.30.16.1) Consumption of purchased electricity (MWh)

6873

(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)

6873.00
[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

0.000018

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

159227

(7.45.3) Metric denominator

Select from:

☒ unit total revenue

(7.45.4) Metric denominator: Unit total

8625000000

(7.45.5) Scope 2 figure used

Select from:

☒ Market-based

(7.45.6) % change from previous year

22

(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 2023 compared with 2022. This is due to a further increase in the supply of electricity from certified renewable sources (at 75% of the total electricity consumed) and to a reduction of 6% in emissions linked to the consumption of fuel (Scope 1). 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. On the other hand, the increase of motorway and airport traffics improved also the Group' financial performance, with revenues increasing by 16% compared to 2022. The combination of these two factors resulted in a decrease of 22% 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

449876

(7.52.3) Metric numerator

Tonnes of waste recycled/reused

(7.52.4) Metric denominator (intensity metric only)

NA

(7.52.5) % change from previous year

4

(7.52.6) Direction of change

Select from:

☒ Increased

(7.52.7) Please explain

The total waste produced during the year has fallen (down 6%) compared with 2022, while the amount of waste recycled and recovered is increased by 4%, marking an increase primarily due to the contribution from the motorways segment.

Row 2

(7.52.1) Description

Select from:

☒ Other, please specify :ISO 14001 certification

(7.52.2) Metric value

36

(7.52.3) Metric numerator

Sum of revenues of ISO 14001 certified companies.

(7.52.4) Metric denominator (intensity metric only)

Total revenues

(7.52.5) % change from previous year

27

(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 36% in 2023, increasing by 8% compared to 2022 28%.

[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)

☒ Sulphur hexafluoride (SF₆)

☒ Nitrogen trifluoride (NF₃)

- ☒ Carbon dioxide (CO2)
- ☒ Perfluorocarbons (PFCs)
- ☒ Hydrofluorocarbons (HFCs)

(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)

134088

(7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)

25139

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

159227.000

(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

47.32

(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' subsidiaries. Please refer to Mundys' 2023 Integrated Annual Report (p. 105-106 - https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494), and 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 1.5C 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 and 10% vs 2022. This is thanks to a further increase in the supply of electricity from certified renewable sources (75% of the total electricity consumed), and a reduction of 6% in emissions

linked to the consumption of fuel (Scope 1). 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 50 thousand litres 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 operation of the gasfired cogeneration plant that powers the airport (a cut of 5.2 million m3 vs 2022). 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. Finally, in 2023, ACA completed a sophisticated air conditioning system for terminal 1, resulting in an 80% saving in natural gas consumption.

(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 (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

100.0

(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)

134088

(7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)

25139

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

159227.000

(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

23.66

(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' subsidiaries. Please refer to Mundys' 2023 Integrated Annual Report (p. 105-106 - https://www.mundys.com/documents/37344/947400/MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG.pdf/937dcb90-ee77-a290-e924-3aee3b4a1893?t1714500303494), and 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 1.5C 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 and 10% vs 2022. This is thanks to a further increase in the supply of electricity from certified renewable sources (75% of the total electricity consumed), and a reduction of 6% in emissions linked to the consumption of fuel (Scope 1). 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 50 thousand litres 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 operation of the gasfired cogeneration plant that powers the airport (a cut of 5.2 million m3 vs 2022). 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. Finally, in 2023, ACA completed a sophisticated air conditioning system for terminal 1, resulting in an 80% saving in natural gas consumption.

(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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Methane (CH ₄) | <input checked="" type="checkbox"/> Sulphur hexafluoride (SF ₆) |
| <input checked="" type="checkbox"/> Nitrous oxide (N ₂ O) | <input checked="" type="checkbox"/> Nitrogen trifluoride (NF ₃) |
| <input checked="" type="checkbox"/> Carbon dioxide (CO ₂) | |
| <input checked="" type="checkbox"/> Perfluorocarbons (PFCs) | |
| <input checked="" type="checkbox"/> Hydrofluorocarbons (HFCs) | |

(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)

88

(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)

1.0

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

1

(7.53.1.54) End date of target

12/31/2030

(7.53.1.55) Targeted reduction from base year (%)

(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)

8123

(7.53.1.76) Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)

8123.000

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

8123.000

(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

58.52

(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. 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 -29% reduction from the 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:

☒ 2°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)

☒ 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 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 (metric tons CO2e per unit of activity)

9.8

(7.53.2.32) Intensity figure in base year for total Scope 3 (metric tons CO2e per unit of activity)

9.8000000000

(7.53.2.33) Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

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 (metric tons CO2e per unit of activity)

7.6440000000

(7.53.2.59) % change anticipated in absolute Scope 3 emissions

2

(7.53.2.62) Intensity figure in reporting year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)

8.4

(7.53.2.79) Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)

8.4000000000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

8.4000000000

(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

64.94

(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 88% 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 Mundys Group's managed infrastructure) is that an increase in kilometres travelled implies an increase in the associated maintenance/capex works required, which is 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 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 reduction of indirect emissions related to motorways includes: 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 2023 these emissions decreased by approximately 8.4 tonnes of CO2 per million kilometres travelled by road users (down 5% compared with 2022 and 15% 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:

☒ No, and we do not anticipate setting one in the next two years

(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

☒ Other (downstream)

(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

(7.53.2.31) Intensity figure in base year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)

14.3

(7.53.2.32) Intensity figure in base year for total Scope 3 (metric tons CO2e per unit of activity)

14.3000000000

(7.53.2.33) Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

14.3000000000

(7.53.2.52) % of total base year emissions in Scope 3, Other (downstream) covered by this Scope 3, Other (downstream) intensity figure

99

(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 (metric tons CO2e per unit of activity)

10.0100000000

(7.53.2.59) % change anticipated in absolute Scope 3 emissions

6

(7.53.2.78) Intensity figure in reporting year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)

14.24

(7.53.2.79) Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)

14.2400000000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

14.2400000000

(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

1.40

(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 covers the scope 3 emissions of Aeroporti di Roma's Fiumicino, in terms of kg of scope 3 CO₂ 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 CO₂ in 2019, equal to 14.3 kg CO₂ 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 CO₂ 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 CO₂ in 2022 to 9.4 kg of CO₂ 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

12/31/2030

(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

75

(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 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 1.5C 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

The target covers the entire perimeter of Mundys Group and considers the total consumption of electricity, targeting renewable electricity both from grid purchases (procurement contracts) and self-generation (mainly photovoltaic power plants).

(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 1.5C 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 2023, there was a further increase in the supply of electricity from certified renewable sources (75% 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 4

(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)

335609.0

(7.54.1.9) % share of low-carbon or renewable energy in base year

15.0

(7.54.1.10) End date of target

12/31/2040

(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

75

(7.54.1.13) % of target achieved relative to base year

70.59

(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 1.5C 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 1.5C 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 2023, there was a further increase in the supply of electricity from certified renewable sources (75% 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

19.6

(7.54.2.12) % of target achieved relative to base year

32.6666666667

(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 temporarily 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)

☒ Sulphur hexafluoride (SF₆)

☒ Nitrogen trifluoride (NF₃)

☒ Hydrofluorocarbons (HFCs)

(7.54.3.10) Explain target coverage and identify any exclusions

The target involves the entire Mundys Group and aims at reducing over 2 millions 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 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. An example is represented by the Cà Foscari University's Sustainability Innovation Accelerator (VeniSIA), which Mundys joined in 2022 and 2023. VeniSIA is an accelerator of innovative projects on environmental sustainability. The goal is to invest in these technologies to support their development and test different solutions directly with the Group assets.

(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' 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 (only for rows marked *)
Under investigation	5	`Numeric input
To be implemented	37	41500
Implementation commenced	98	61063
Implemented	32	42937
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)

7927

(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 C0.4)

0

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

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 purchase of renewable electricity was further increased reaching a 75% of the total electricity consumed from renewable sources, an increase of 9 percentage points. This corresponds to a direct emission reduction of 7,900 tCO₂e.

Row 3

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy generation

☒ Solar PV

(7.55.2.2) Estimated annual CO₂e savings (metric tonnes CO₂e)

505

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☒ Scope 2 (location-based)

☒ 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 C0.4)

310000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

1651000

(7.55.2.7) Payback period

Select from:

☒ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ 11-15 years

(7.55.2.9) Comment

The installation of renewable electricity production (mainly PV) in 2023 bought Mundys to produce and consume 1,500 MWh of additional electricity from renewable sources. This allowed Mundys to reduce its direct GHG emissions for around 500 tCO2e.

Row 4

(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)

100

(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 C0.4)

0

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

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 2023, the emissions linked to fuel consumption (scope 1) decreased by 6% vs 2022. A key role was played in this sense by initiatives designed to modernise the Group's vehicle fleets with low-emission and electric vehicles and the use of biofuels. Indeed, in 2023, Aeroporti di Roma purchased approximately 50 thousand litres of HVO for vehicles operating at Fiumicino airport that enabled a reduction of around 100 tCO₂e.

Row 5

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☒ Combined heat and power (cogeneration)

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

10600

(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 C0.4)

3800000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

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 beginning of the decommissioning of Aeroporti di Roma's cogeneration plant in favor of the electricity consumption from renewable sources, purchased from the market and increasingly self-generated from photovoltaic power systems. This initiative consisted in a reduction of 5.2 million cubic metres of gas consumption compared with 2022.

Row 7

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☒ Heating, Ventilation and Air Conditioning (HVAC)

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

700

(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 C0.4)

0

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

470000

(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 2023, the emissions linked to fuel consumption (scope 1) decreased by 6% vs 2022, thanks also to the completion of ACA's new sophisticated air conditioning system for terminal 1, resulting in an 80% saving in natural gas consumption and an improvement in environmental comfort. Indeed, ACA replaced the gas-fired boilers in Terminal 1 of Nice Côte d'Azur airport by a tempered water loop, with environmental savings of around 700 tCO2e per year.

Row 8

(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)

22352

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☒ Scope 3 category 1: Purchased goods & services

(7.55.2.4) Voluntary/Mandatory

Select from:

☒ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

0

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

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 focuses on reducing scope 3 emissions from the Purchased Goods and Services category. The set of initiatives to reduce these emissions include: Increase the use of recycled materials in construction, maintenance and development of infrastructures; Improve planning of predictive maintenance on road networks, using technologies such as artificial intelligence; Purchase of materials and services with a lower environmental impact; Engage of the supply chain partners to raise awareness and promote their transition to green technologies and materials.

Row 10

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☒ Lighting

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

705

(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 C0.4)

201000

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

24000

(7.55.2.7) Payback period

Select from:

☒ <1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☒ 11-15 years

(7.55.2.9) Comment

Among the energy efficiency projects, during the 2023 the motorway subsidiaries continued with the substitution of traditional light bulbs with new LED energy efficient light bulbs. This allowed Mundys to reduce its direct GHG emissions for around 700 tCO2e.

Row 11

(7.55.2.1) Initiative category & Initiative type

Transportation

☒ Business travel policy

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

48

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☒ Scope 3 category 6: Business travel

(7.55.2.4) Voluntary/Mandatory

Select from:

☒ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

0

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

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 2023, Mundys launched its first 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 20% 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 CO2e emission reduction level of 94% compared to conventional jet-fuel, which allowed a reduction of 48 tons of CO2e

[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 3

(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 4

(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 fuelled by diesel.

Row 5

(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 6

(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 7

(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 low-carbon services thanks to the technology developed by its subsidiary Yunex Traffic, such as the development and implementation of Low Carbon area in cities. Transport for London (TfL) has worked closely with Yunex Traffic as a technology partner for many years. Together, the two companies are making London's streets safer, its air cleaner and its cities more liveable. One of the ground-breaking projects that TfL and Yunex Traffic have realized together is London's Ultra-Low Emissions Zone (ULEZ). It began operating in October 2019 and after the first ten months of operation research carried out by the Mayor of London's office

showed that ULEZ had made a significant impact. In the central zone, the scheme had contributed to a 44% reduction in roadside nitrogen dioxide, and 44,100 fewer polluting vehicles being driven every day, saving around 12,300 tonnes of carbon dioxide (CO₂) emissions. At the end of December 2020, compliance with the central London ULEZ stood at 85% for all vehicles, with over 90% of cars compliant. More information here: <https://www.mundys.com/en/w/yunex-traffic-uk-contributesto-enabling-the-mobility-of-tomorrow> & <https://www.infrajournal.com/en/w/its-yunex-atlantia-schlitt-1> Revenues generated are 8.6 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

(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, contributing to a 44% reduction in roadside nitrogen dioxide, and 44,100 fewer polluting vehicles driven every day, saving around 12,300 tonnes of carbon dioxide (CO2) emissions. More information here: <https://www.mundys.com/en/w/yunex-traffic-uk-contributes-to-enabling-the-mobility-of-tomorrow> & <https://www.infracjournal.com/en/w/its-yunex-atlantia-schlitt-1>

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

8.6

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 :Mobility service systems**(7.74.1.4) Description of product(s) or service(s)**

Traffic congestion produces increasing trip times and “stop & go” events during which emissions from passengers vehicles (cars and lorries) increase. Technological tolling system infrastructure guarantees advantages compared to traditional infrastructure, both in terms of environmental benefits and better service for motorists thanks to greater flow optimization. In 2023, the year in which traffic returned to pre-pandemic levels with a general increase in circulation on Italian motorways, over

72 thousand tons of CO2 were saved thanks to the Telepass electronic toll payment system (<https://www.telepass.com/it/gruppo/news-eventi/72-mila-tonnellate-meno-co2-telepedaggio-telepass-2023>). The revenue generated of about 4.3% represents the percentage of Telepass revenues on total Group revenues in 2023.

(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 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

(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

In collaboration with Ca' Foscari University of Venice, Telepass quantified the reduction in emissions due to the presence of Telepass stations that avoid the stopping vehicles to collect and pay motorway tickets, analysing one of the busiest stretches in Italy. In 2023, the study by Ca' Foscari University of Venice has calculated the polluting emissions avoided in the last year thanks to the use of the Telepass device on the Italian motorway network. In 2023 alone, the tons of CO2 saved were equivalent to over 10 thousand trips around the Earth and over 1,000 Earth-Moon trips, recording a drop in polluting emissions compared to the previous year of approximately 18%. In 2023, there were more than 435 million kilometers driven on the Italian highway network-with average daily transits of 2.7 million vehicles, including more than 300,000 heavy vehicles, and an overall estimate over the entire year of about 998 million vehicles for class A1 alone - by vehicles equipped with the Telepass device. The analysis considered the estimate and number of vehicles (such as category, fuel, engine capacity/weight/use range, pollution and toll class), queue times, emissions in the unit of time, and emissions in the unit of space traveled. Further information here: <https://www.telepass.com/it/gruppo/news-eventi/72-mila-tonnellate-meno-co2-telepedaggio-telepass-2023>

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

4.3

Row 4

(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 CO2e 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 CO2 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 tCO2e (considering the following tCO2e per country: 57 in USA, 44 in Germany, and 32 in the UK), while for a BEV they correspond to an average of 17 tCO2e (considering the following tCO2e 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 2023, 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 386,000 in 2023.

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

0.004
[Add row]

(7.79) Has your organization canceled any project-based carbon credits within the reporting year?

Select from:
☒ Yes

(7.79.1) Provide details of the project-based carbon credits canceled by your organization in the reporting year.

Row 1

(7.79.1.1) Project type

Select from:

☒ Clean cookstove distribution

(7.79.1.2) Type of mitigation activity

Select from:

☒ Emissions reduction

(7.79.1.3) Project description

To reduce and monitor its impact on CO2 emissions, ADR has been a member of the Airport Carbon Accreditation (ACA) of ACI Europe (Airport Council International) since 2011. The ACA certification includes the accounting of direct and indirect scope emissions related to airport activities, according to methodologies that follow the ISO 14064 standard and the GHG Protocol. In 2021, the Fiumicino and Ciampino airports confirmed their commitment to the fight against climate change, becoming the first in Europe to obtain the Airport Carbon Accreditation: 4 'Transition' from ACI Europe, aiming to achieve 'Net Zero Carbon' by 2030, 20 years ahead of the European targets. For this reason, ADR, following the guidelines (ACA-Offset-Guidance-Document-FINAL-09112023) of the Airport Carbon Accreditation has bought the necessary allowances to cover the emissions generated. More information here: <https://www.adr.it/web/aeroporti-di-roma-en/airport-carbon-accreditation> It should be specified that the entire process has been postponed by ACA of ACI Europe by one year due to the Covid-19 pandemic. So, the total amount of purchased credits corresponds to the emissions generated by the two airports in 2022 (56,633 tons of CO2e). The first project refers to African Biomass Energy Conservation POA Malawi Biomass Conservation: the small-scale voluntary project activity (VPA), over an initial 7 year period, aims to disseminate over 60,000 improved cookstoves (i.e. the technology) that are more efficient and use less wood for household cooking and heating than the traditional stoves; and to promote improved kitchen and firewood management practices e.g. use of less firewood, use of dry firewood, using a pot lid while cooking and soaking legumes before cooking (i.e. practices) to households in the Northern, Central and Southern Districts of Malawi. The improved technology and practices are intended to replace less efficient technologies and practices and result in biomass conservation and a reduction of greenhouse gas emissions into the atmosphere from the burning of solid biomass.

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

17400

(7.79.1.5) Purpose of cancelation

Select from:

☒ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☒ Yes

(7.79.1.7) Vintage of credits at cancelation

2013

(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 :Positive list

(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 Malawi Biomass Conservation Project adheres to Gold Standard requirements to minimize and avoid negative environmental, economic, and social impacts. Key measures include:

- **Environmental Impact Assessment (EIA):** Conducting EIAs to identify and address potential adverse environmental impacts, ensuring improved cookstove dissemination does not cause deforestation or biodiversity loss.
- **Mitigation Measures:** Promoting the use of dry firewood and pot lids to enhance cooking efficiency and reduce wood consumption, thereby protecting forests and biodiversity.
- **Stakeholder Engagement:** Actively involving local communities and stakeholders in planning and implementation, obtaining Free, Prior, and Informed Consent (FPIC) from households across Malawi's Northern, Central, and Southern Districts.
- **Economic Benefits:** Reducing household expenses on firewood by promoting improved cookstoves, enhancing economic savings for families.
- **Social Benefits:** Improving indoor air quality to reduce health issues from smoke inhalation, and alleviating the burden of firewood collection, particularly for women and children, contributing to better health and educational outcomes.

The Gold Standard ensures project integrity and sustainable development by involving local stakeholders in decision-making, contributing to multiple SDGs (e.g., SDG 13, SDG 3, SDG 7), validating and verifying the project through independent auditors, regularly monitoring and reporting performance, and publicly disclosing detailed project documentation. The project uses a positive list approach to assess additionality, ensuring genuine emissions reductions that would not occur without it. The dissemination of improved cookstoves in developing regions like Malawi is included in the Positive List, meaning these projects are automatically considered additional due to inherent barriers and need for external support. Finally, the project meets predefined additionality criteria, such as being in a region with significant barriers to technology adoption.

(7.79.1.14) Please explain

The project (GS2447 GS1265 AFRICAN BIOMASS ENERGY CONSERVATION POA MALAWI BIOMASS CONSERVATION - <https://registry.goldstandard.org/projects/details/360>) was chosen by the the sustainability and decarbonization team of ADR, who 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 in a thorough review of the project's certification under the Gold Standard, ensuring compliance with rigorous environmental and social safeguards. ADR also engaged with stakeholders and conducted an independent assessment to verify the project's impact and sustainability credentials. Corresponding Adjustments have not been issued for these carbon credits. For more detailed information, refer to ADR's carbon accreditation page.

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

To reduce and monitor its impact on CO2 emissions, ADR has been a member of the Airport Carbon Accreditation (ACA) of ACI Europe (Airport Council International) since 2011. The ACA certification includes the accounting of direct and indirect scope emissions related to airport activities, according to methodologies that follow the ISO 14064 standard and the GHG Protocol. In 2021, the Fiumicino and Ciampino airports confirmed their commitment to the fight against climate change, becoming the first in Europe to obtain the Airport Carbon Accreditation: 4 'Transition' from ACI Europe, aiming to achieve 'Net Zero Carbon' by 2030, 20 years ahead of the European targets. For this reason, ADR, following the guidelines (ACA-Offset-Guidance-Document-FINAL-09112023) of the Airport Carbon Accreditation has bought the necessary allowances to cover the emissions generated. More information here: <https://www.adr.it/web/aeroporti-di-roma-en/airport-carbon-accreditation> It should be specified that the entire process has been postponed by ACA of ACI Europe by one year due to the Covid-19 pandemic. So, the total amount of purchased credits corresponds to the emissions generated by the two airports in 2022 (56,633 tons of CO2). The second project refers to Gansu Yongdeng Longlin Hydro Power Project: Gansu Yongdeng Longlin Hydro Power Project 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 46,440tCO2e.

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

29559

(7.79.1.5) Purpose of cancelation

Select from:

☒ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☒ Yes

(7.79.1.7) Vintage of credits at cancelation

2014

(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 (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 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. Indeed, looking at the specific measures:

(7.79.1.14) Please explain

The project was chosen by the sustainability and decarbonization team of Aeroporti di Roma (ADR), who 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 2023 (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

To reduce and monitor its impact on CO2 emissions, ADR has been a member of the Airport Carbon Accreditation (ACA) of ACI Europe (Airport Council International) since 2011. The ACA certification includes the accounting of direct and indirect scope emissions related to airport activities, according to methodologies that follow the ISO 14064 standard and the GHG Protocol. In 2021, the Fiumicino and Ciampino airports confirmed their commitment to the fight against climate change, becoming the first in Europe to obtain the Airport Carbon Accreditation: 4 'Transition' from ACI Europe, aiming to achieve 'Net Zero Carbon' by 2030, 20 years ahead of the European targets. For this reason, ADR, following the guidelines (ACA-Offset-Guidance-Document-FINAL-09112023) of the Airport Carbon Accreditation has bought the necessary allowances to cover the emissions generated. More information here: <https://www.adr.it/web/aeroporti-di-roma-en/airport-carbon-accreditation> It should be specified that the entire process has been postponed by ACA of ACI Europe by one year due to the Covid-19 pandemic. So, the total amount of purchased credits corresponds to the emissions generated by the two airports in 2022 (56,633 tons of CO2). The third project refers to Anhui Guzhen Biomass Generation Project – Biomass: The Anhui Guzhen Biomass facility in China utilizes biomass combustion technology to generate clean electricity and produce carbon credits according to the methodology ACM0006. By displacing fossil fuel-based power generation with agricultural waste, the initiative reduces greenhouse gas emissions and promotes sustainable waste management practices while fostering social benefits such as job creation and improved air quality. The project's additionality is demonstrated by its reliance on carbon credit incentives to overcome barriers and achieve emission reductions beyond business-as-usual scenarios, highlighting its potential for replication and scalability globally.

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

9634

(7.79.1.5) Purpose of cancelation

Select from:

☒ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☒ Yes

(7.79.1.7) Vintage of credits at cancelation

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 (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 Anhui Guzhen Biomass facility in China utilizes biomass combustion technology to generate clean electricity and produce carbon credits according to the methodology ACM0006. By displacing fossil fuel-based power generation with agricultural waste, the initiative reduces greenhouse gas emissions and promotes sustainable waste management practices while fostering social benefits such as job creation and improved air quality. Looking at the specific measures:

Environmental Impact Assessment (EIA): The project conducts an EIA to identify and mitigate potential environmental impacts. For example, it ensures that

biomass combustion is managed to minimize air pollution and that waste handling practices are environmentally sound. **Mitigation Measures:** The project implements practices like the efficient combustion of biomass to reduce emissions of particulate matter and other pollutants, as well as ensuring that the supply chain for biomass is sustainable and does not lead to deforestation. **Stakeholder Engagement:** The project actively involves local communities and stakeholders through consultations and information-sharing sessions to address their concerns and integrate their feedback into the project's operations. **Economic Benefits:** The project provides economic benefits by creating job opportunities in the biomass facility and supporting local economies through the purchase of agricultural waste products. **Social Benefits:** The project aims to improve public health by reducing air pollution from fossil fuel combustion and enhancing waste management practices, leading to cleaner air and a healthier community. Furthermore, the VCS ensures that projects meet high standards for environmental integrity and sustainable development by requiring rigorous documentation, independent third-party validation and verification, and regular monitoring and reporting of performance. Investment analysis was the method used by the program to assess additionality for this project, consisting in demonstrating that the biomass generation project would not have been financially viable without the support from carbon credits. This approach ensures that the emission reductions are genuinely additional and not the result of business-as-usual activities.

(7.79.1.14) Please explain

The project was chosen by the sustainability and decarbonization team of Aeroporti di Roma (ADR), who is responsible for carbon credit purchases. This project was selected based on its alignment with ADR's sustainability goals, including its 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 necessary criteria for verification and additionality. The credits have been cancelled in 2023 (serial numbers: VCS1121). Corresponding Adjustments have not been issued for these carbon credits.

Row 4

(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

To reduce and monitor its impact on CO2 emissions, Aeroports de la Cote D'Azur is a member of the Airport Carbon Accreditation (ACA) of ACI Europe (Airport Council International). The ACA certification includes the accounting of direct and indirect scope emissions related to airport activities, according to methodologies that follow the ISO 14064 standard and the GHG Protocol. In 2022, the Fiumicino and Ciampino airports confirmed their commitment to the fight against climate change, becoming among the first in Europe with Aeroporti di Roma, another mundys' subsidiary, to obtain the Airport Carbon Accreditation: 4 'Transition' from ACI

Europe, aiming to achieve 'Net Zero Carbon' by 2030, 20 years ahead of the European targets. For this reason, Aeroports de la Cote D'Azur, following the guidelines (ACA-Offset-Guidance-Document-FINAL-09112023) of the Airport Carbon Accreditation has bought the necessary allowances to cover to offset the residual emissions for 2023 through a 3-year contract with AVVENA (Gold Standards credits). The project is SAFE WATER PROGRAMME IN AFRICA AND ASIA (SAFE WATER PROJECT IN RWANDA II - GS Id 10959) and the amount of offset reduction corresponds to 440 tonnes. 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 canceled by your organization from this project in the reporting year (metric tons CO2e)

440

(7.79.1.5) Purpose of cancelation

Select from:

☒ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☒ Yes

(7.79.1.7) Vintage of credits at cancelation

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 et 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.

[Add row]

C9. Environmental performance - Water security

(9.1) Are there any exclusions from your disclosure of water-related data?

Select from:

☒ No

(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:

☒ Monthly

(9.2.3) Method of measurement

Direct monitoring

(9.2.4) Please explain

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.

Water withdrawals – volumes by source

(9.2.1) % of sites/facilities/operations

Select from:

☒ 100%

(9.2.2) Frequency of measurement

Select from:

☒ Monthly

(9.2.3) Method of measurement

Direct monitoring

(9.2.4) Please explain

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.

Water withdrawals quality

(9.2.1) % of sites/facilities/operations

Select from:

☒ Not monitored

(9.2.4) Please explain

This information is not collected at Group level, but only at specific subsidiaries

Water discharges – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☒ Not monitored

(9.2.4) Please explain

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:

☒ Not monitored

(9.2.4) Please explain

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 monitored

(9.2.4) Please explain

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:

☒ Not monitored

(9.2.4) Please explain

This information is not collected at Group level, but only at specific subsidiaries

Water discharge quality – emissions to water (nitrates, phosphates, pesticides, and/or other priority substances)

(9.2.1) % of sites/facilities/operations

Select from:

☒ Not monitored

(9.2.4) Please explain

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 monitored

(9.2.4) Please explain

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:

☒ Monthly

(9.2.3) Method of measurement

Direct monitoring

(9.2.4) Please explain

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.

Water recycled/reused

(9.2.1) % of sites/facilities/operations

Select from:

☒ 100%

(9.2.2) Frequency of measurement

Select from:

☒ Continuously

(9.2.3) Method of measurement

Direct monitoring

(9.2.4) Please explain

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.

The provision of fully-functioning, safely managed WASH services to all workers

(9.2.1) % of sites/facilities/operations

Select from:

☒ Not monitored

(9.2.4) Please explain

This information is not collected at Group level, but only at specific subsidiaries
[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)

5807

(9.2.2.2) Comparison with previous reporting year

Select from:

☒ Lower

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☒ Increase/decrease in business activity

(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 2023, 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. This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated. Not being a material environmental issue, Mundys does not perform a forecast on Water withdrawals, discharges and consumption. 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 (<https://www.adr.it/acqua>). This has allowed the subsidiary to significantly reduce its total consumption 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.

Total discharges

(9.2.2.1) Volume (megaliters/year)

5807

(9.2.2.2) Comparison with previous reporting year

Select from:

☒ Lower

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☒ Increase/decrease in business activity

(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 2023, 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. This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated. Not being a material environmental issue, Mundys does not perform a forecast on Water withdrawals, discharges and consumption. The volume of discharges is not monitored at Mundys level (as reported in the question 9.2). So, the volume is reported equal to the volume of total withdrawals

Total consumption

(9.2.2.1) Volume (megaliters/year)

7378

(9.2.2.2) Comparison with previous reporting year

Select from:

☒ Lower

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☒ Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

☒ Unknown

(9.2.2.5) Primary reason for forecast

Select from:

☒ Unknown

(9.2.2.6) Please explain

In 2023, 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. This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated. Not being a material environmental issue, Mundys does not perform a forecast on Water withdrawals, discharges and consumption. 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 (<https://www.adr.it/acqua>). This has allowed the subsidiary to significantly reduce its total consumption 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.

[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)

5600

(9.2.4.3) Comparison with previous reporting year

Select from:

☒ Lower

(9.2.4.4) Primary reason for comparison with previous reporting year

Select from:

☒ Increase/decrease in business activity

(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

96.44

(9.2.4.8) Identification tool

Select all that apply

☒ WRI Aqueduct

(9.2.4.9) Please explain

In 2023, Mundys conducted 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. 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). This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated.

[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)

4027

(9.2.7.3) Comparison with previous reporting year

Select from:

☒ Lower

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☒ Increase/decrease in business activity

(9.2.7.5) Please explain

In 2023, Mundys conducted 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. 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). This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated.

Brackish surface water/Seawater

(9.2.7.1) Relevance

Select from:

☒ Relevant

(9.2.7.2) Volume (megaliters/year)

1092

(9.2.7.3) Comparison with previous reporting year

Select from:

☒ Lower

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☒ Increase/decrease in business activity

(9.2.7.5) Please explain

In 2023, Mundys conducted 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. 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). This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated.

Groundwater – renewable

(9.2.7.1) Relevance

Select from:

☒ Relevant

(9.2.7.2) Volume (megaliters/year)

1809

(9.2.7.3) Comparison with previous reporting year

Select from:

☒ Lower

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☒ Increase/decrease in business activity

(9.2.7.5) Please explain

In 2023, Mundys conducted 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. 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). This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated.

Groundwater – non-renewable

(9.2.7.1) Relevance

Select from:

☒ Not relevant

(9.2.7.5) Please explain

Mundys' subsidiaries do not differentiate the groundwater between renewable and non-renewable

Produced/Entrained water

(9.2.7.1) Relevance

Select from:

☒ Not relevant

(9.2.7.5) Please explain

The amount of process water in 2023 corresponded to a non-relevant amount (149 MI, less than 3% of total 2023 withdrawals)

Third party sources

(9.2.7.1) Relevance

Select from:

☒ Relevant

(9.2.7.2) Volume (megaliters/year)

2757

(9.2.7.3) Comparison with previous reporting year

Select from:

☒ Lower

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☒ Increase/decrease in business activity

(9.2.7.5) Please explain

In 2023, Mundys conducted 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. 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). This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated.

[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 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, 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. 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). This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated.

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, 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. 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). This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated.

[Fixed row]

(9.5) Provide a figure for your organization’s total water withdrawal efficiency.

(9.5.1) Revenue (currency)

8625000000

(9.5.2) Total water withdrawal efficiency

1485276.39

(9.5.3) Anticipated forward trend

In 2023, 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. This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated. Not being a material environmental issue, Mundys does not perform a forecast or anticipate forward trend.

[Fixed row]

(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?

	Products contain hazardous substances	Comment
	Select from: <input checked="" type="checkbox"/> No	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:

☒ No, and we do not plan to address this within the next two years

(9.14.3) Primary reason for not classifying any of your current products and/or services as low water impact

Select from:

☒ Judged to be unimportant, explanation provided

(9.14.4) Please explain

In 2023, 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. This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated. Not being a material environmental issue, Mundys does not classify its products or services as at high/low water impact

[Fixed row]

(9.15) Do you have any water-related targets?

Select from:

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

(9.15.3) Why do you not have water-related target(s) and what are your plans to develop these in the future?

(9.15.3.1) Primary reason

Select from:

☒ Judged to be unimportant, explanation provided

(9.15.3.2) Please explain

In 2023, 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. This is further highlighted by the Group's withdrawal volume, which in 2023 corresponded to less than 0.000001 MLiters per revenue generated. Not being a material environmental issue, Mundys does not have a water-related target at Group-level. 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 (<https://www.adr.it/acqua>). This has allowed the subsidiary to significantly reduce its total consumption 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. In the coming year, a target on water consumption could be developed for specific Group companies.

[Fixed 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
	<div>Select from:</div> <div><input checked="" type="checkbox"/> Yes, we use indicators</div>	<div>Select all that apply</div> <div><input checked="" type="checkbox"/> State and benefit indicators</div> <div><input checked="" type="checkbox"/> Pressure indicators</div> <div><input checked="" type="checkbox"/> Response indicators</div>

[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'Azur (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 14.2 million passengers in 2023 (14.6 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 forged. 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 out. 2. 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 394 refers to kilometer, not hectare.

(11.4.1.6) Proximity

Select from:

☒ Overlap

(11.4.1.7) Area of overlap (hectares)

394

(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. Finally, Abertis also monitors the number of plant species replanted in protected zones and the number of species included in the UICN Red List and national conservation lists that can be found in these impacted areas.

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 kilometer, not hectare

(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. Finally, Abertis also monitors the number of plant species replanted in protected zones and the number of species included in the IUCN Red List and national conservation lists that can be found in these impacted areas.

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 kilometer, not hectare.

(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. Finally, Abertis also monitors the number of plant species replanted in protected zones and the number of species included in the IUCN Red List and national conservation lists that can be found in these impacted areas.

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 560000 refers to kilometer, not hectare.

(11.4.1.6) Proximity

Select from:

☒ Overlap

(11.4.1.7) Area of overlap (hectares)

560000

(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. Finally, Abertis also monitors the number of plant species replanted in protected zones and the number of species included in the UICN Red List and national conservation lists that can be found in these impacted areas.

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

Motorway activities impact biodiversity. Mitigation includes incorporating wildlife crossings in designs, conducting environmental impact studies, monitoring roadkill, and implementing animal rescue or deterrence programs. Abertis tracks plant species replanting in protected areas and monitors species on the UICN Red List and national conservation lists. In 2022, 4,278 plants were replanted in Chile. Note: 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. Finally, Abertis also monitors the number of plant species replanted in protected zones and the number of species included in the UICN Red List and national conservation lists that can be found in these impacted areas.

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 kilometer, not hectare.

(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. Finally, Abertis also monitors the number of plant species replanted in protected zones and the number of species included in the UICN Red List and national conservation lists that can be found in these impacted areas.

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
- ☒ Plastics
- ☒ 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 Mundys' 2023 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to the 2023 Integrated Annual Report pages 33-41

(13.1.1.5) Attach verification/assurance evidence/report (optional)

MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG (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

(13.1.1.2) Disclosure module and data verified and/or assured

Governance

☒ Other data point in module 4, please specify :Corporate governance bodies (like the committees), the key governance objectives (Responsible Investment ,Stakeholder Engagement and Remuneration Policy) and board member competences

(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' 2023 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to the 2023 Integrated Annual Report pages 55-62

(13.1.1.5) Attach verification/assurance evidence/report (optional)

MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG (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

☒ 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 Mundys' 2023 Statement of the Proportion of Environmentally Sustainable Activities, which was subjected to annual limited assurance according to the ISAE3000 standard. Please refer to the enclosed document

(13.1.1.5) Attach verification/assurance evidence/report (optional)

MUNDYS_STATEMENT_PROPORTION_ENVIRONMENTALLY_SUSTAINABLE_ACTIVITIES_2023.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' 2023 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to the 2023 Integrated Annual Report pages 105-111 & 144-146

(13.1.1.5) Attach verification/assurance evidence/report (optional)

MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG (1).pdf

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' 2023 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to the 2023 Integrated Annual Report pages 128-129

(13.1.1.5) Attach verification/assurance evidence/report (optional)

MUNDYS_INTEGRATED_ANNUAL_REPORT_2023_ENG (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)

FY23 Atlantia_Opinion GHG pro forma.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]

(13.4) Please indicate your consent for CDP to share contact details with the Pacific Institute to support content for its Water Action Hub website.

Select from:

☒ Yes, CDP may share our Disclosure Submission Lead contact details with the Pacific Institute

