

## C0. Introduction

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### C0.1

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#### **(C0.1) Give a general description and introduction to your organization.**

Mundys SpA, formerly named Atlantia, 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. The rebranding of the holding into Mundys represents the conclusion of a renewed shareholder base, a new management team and a new growth strategy focusing on overseas expansion, with the aim of becoming a global leader in the management of infrastructure and the provision of sustainable integrated mobility services. This is the inspiration behind "Mundys", the new company resulting from a radical transformation process, followed by the conclusion of the public tender offer in December 2022.

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 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 Group relies on over 23,700 employees in 29 Countries and operates through 44 concessions in 11 countries worldwide, where we manage approximately 9,100 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 our recent acquisition 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.

### C0.2

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#### **(C0.2) State the start and end date of the year for which you are reporting data and indicate whether you will be providing emissions data for past reporting years.**

##### **Reporting year**

###### **Start date**

January 1 2022

###### **End date**

December 31 2022

##### **Indicate if you are providing emissions data for past reporting years**

No

##### **Select the number of past reporting years you will be providing Scope 1 emissions data for**

<Not Applicable>

##### **Select the number of past reporting years you will be providing Scope 2 emissions data for**

<Not Applicable>

##### **Select the number of past reporting years you will be providing Scope 3 emissions data for**

<Not Applicable>

### C0.3

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**(C0.3) Select the countries/areas in which you operate.**

- Argentina
- Australia
- Austria
- Belgium
- Brazil
- Chile
- China
- Colombia
- Czechia
- France
- Germany
- Greece
- Hong Kong SAR, China
- Hungary
- India
- Italy
- Luxembourg
- Mexico
- Netherlands
- Poland
- Portugal
- Puerto Rico
- Serbia
- Singapore
- Spain
- Switzerland
- Turkey
- United Kingdom of Great Britain and Northern Ireland
- United States of America

**C0.4**

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**(C0.4) Select the currency used for all financial information disclosed throughout your response.**

EUR

**C0.5**

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**(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.**

Financial control

**C0.8**

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**(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?**

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, an ISIN code	XS1558491855
Yes, an ISIN code	XS1645722262
Yes, an ISIN code	XS2301390089
Yes, another unique identifier, please specify (VAT number and Rome Companies' Register)	03731380261

**C1. Governance**

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**C1.1**

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**(C1.1) Is there board-level oversight of climate-related issues within your organization?**

Yes

**C1.1a**

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**(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.**

Position of individual or committee	Responsibilities for climate-related issues
Chief Executive Officer (CEO)	Mundys' Chief Executive Officer is responsible for crafting the ESG agenda, including climate strategy, and supervises its execution supported by business functions. The CEO proposed to the Board of Directors the Group's decarbonisation roadmap ("Climate Action Plan"), promoted to shareholders to cast an advisory vote on that ("Say on Climate") and proposed that emission reduction targets be submitted to the validation process of Science Based Target initiative. The CEO proposes periodically the Sustainability Plan to the Board of Directors, containing the key social, environmental and governance ambitions and targets.
Board-level committee	The Sustainability Committee supported the Board of Directors in overseeing the climate strategy making recommendations and providing advice, promoted the broader integration of ESG factors within the business, verifying the progress against targets set out. Please note that the Sustainability Committee operated, in its respective areas of responsibility, until 16 January 2023, when, following the delisting, the General Meeting of shareholders elected the new Board of Directors.
Board-level committee	The Control, Risk and Corporate Governance Committee (CRCGC) supported the Board of Directors in its oversight activity (evaluating and taking decisions on the internal control, risk management systems and corporate governance), identifying and reviewing the ESG risks - including those connected with climate change - that can potentially impact the company's business. Please note that the Control, Risk and Corporate Governance Committee (CRCGC) operated, in its respective areas of responsibility, until 16 January 2023, when, following the delisting, the General Meeting of shareholders elected the new Board of Directors.
Board-level committee	The Nominations, Remuneration and Human Capital Committee (NRHCC) supported the Board of Directors in its oversight activities related to employee remuneration and incentives, including those related to ESG and climate change. Please note that the Nominations, Remuneration and Human Capital Committee (NRHCC) operated, in its respective areas of responsibility, until 16 January 2023, when, following the delisting, the General Meeting of shareholders elected the new Board of Directors.

**C1.1b**

**(C1.1b) Provide further details on the board's oversight of climate-related issues.**

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	Overseeing major capital expenditures Overseeing acquisitions, mergers, and divestitures Reviewing and guiding strategy Overseeing and guiding the development of a transition plan Overseeing and guiding scenario analysis Monitoring progress towards corporate targets Reviewing and guiding the risk management process	<Not Applicable>	Mundys's climate strategy is part of the wider business long-term strategy to deliver sustainable value and it is driven by the Board of Directors (BoD) which is the highest body responsible for climate strategy. The BoD exercises oversight for sustainability, including the approach to climate risks, opportunities, and lobbying.  The BoD approves the Sustainability Plan and monitors progress versus milestones, ambitions and targets, and the impact of the company on the environment, including climate change aspects. In early 2021, the BoD approved the Sustainability Plan for 2021-2023, which sets specific climate change targets ( <a href="https://www.mundys.com/en/sustainability/our-commitment">https://www.mundys.com/en/sustainability/our-commitment</a> ).  During 2022, the BoD approved the Climate Action Plan (CAP), prepared in accordance with the recommendations of TCFD, and submitted it to shareholders vote at the Annual General Meeting (AGM), being the first Italian "Say on Climate" ( <a href="https://www.mundys.com/en/w/our-climate-action-plan">https://www.mundys.com/en/w/our-climate-action-plan</a> ). The BoD undertakes to report annually on the progress achieved, in accordance with the TCFD guidelines, and to draw up a comprehensive report on the progress of the CAP, updating the relevant targets, every three years, to be submitted each time to the consultative vote of the Meeting of Shareholders.  Mundys adopted the Responsible Lobbying Policy which establishes its commitment to cooperate with public decision-makers to contribute via its industry knowledge and assets to the development of policies that accelerate decarbonization of the transport industry ( <a href="https://www.mundys.com/en/protocollo-di-responsible-lobbying">https://www.mundys.com/en/protocollo-di-responsible-lobbying</a> ).
Scheduled – all meetings	Reviewing and guiding annual budgets Overseeing acquisitions, mergers, and divestitures Reviewing and guiding strategy Overseeing and guiding the development of a transition plan Monitoring the implementation of a transition plan Overseeing the setting of corporate targets Monitoring progress towards corporate targets	<Not Applicable>	The Sustainability Committee (formed by Board independent directors) supports the Board of Directors in overseeing the climate strategy, promotes the boarder integration of ESG factors within the business, including those relating to climate change, and verifies the progress against targets set out.  The Committee, in supporting the Board of Directors: 1. shall examine the Company's business plan in advance, in coordination with the Control, Risks and Corporate Governance Committee; 2. shall prepare proposals for the integration of environmental, social, and corporate governance aspects, including climate change-related issues, into the overall business strategy to prepare guidelines to subsidiaries, in coordination with the Control, Risks and Corporate Governance Committee; 3. shall examine, evaluate and prepare proposals to the BoD on the Group's environmental and social strategy, including climate change strategies, annual targets, and targets to be achieved, taking into account potential projects on these issues and monitoring their implementation over time; 4. shall deliver its opinion on the sustainability plan aimed at ensuring medium and long-term value generation for all stakeholders; 5. shall monitor, in coordination with the Control, Risks and Corporate Governance Committee, the risks and opportunities related to climate change as well as all initiatives undertaken in this area; 6. shall express opinions on the annual and multiannual sustainability objectives to be achieved, on the initiatives and programs promoted by the company to achieve them, on the integration of sustainability in business processes and shall periodically monitor its progress; 7. shall monitors the company's placement on financial markets in terms of sustainability, with particular reference to the company's placement in the main sustainability indices; 8. shall support the dissemination of the culture of sustainability among employees, shareholders, and, more generally, stakeholders; 9. shall monitor national and international sustainability initiatives and the company's participation in them, as well as regulatory evolution and best practices in this area, to consolidate the company's reputation in terms of sustainability; 10. shall preliminarily examine stakeholder engagement policies; 11. shall carry out any additional tasks assigned by the Board of Directors.  Insofar as it is competent, the Committee shall provide the Control, Risks and Corporate Governance Committee with its assessments of the suitability of periodic, financial, and non-financial information, to properly represent the business model, the Company's strategies, the impact of its activity, and the performance achieved by verifying its consistency with the objectives set out in the sustainability plan.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	<ul style="list-style-type: none"> <li>Reviewing and guiding annual budgets</li> <li>Overseeing major capital expenditures</li> <li>Overseeing acquisitions, mergers, and divestitures</li> <li>Overseeing and guiding scenario analysis</li> <li>Monitoring progress towards corporate targets</li> <li>Reviewing and guiding the risk management process</li> </ul>	<Not Applicable>	<p>The Control, Risk and Corporate Governance Committee (CRCGC) (formed by 2 Board independent directors on 3) supports the Board of Directors in its oversight activities, identifying and reviewing the ESG risks including the climate change related risks that can have an actual and potential impact on the business.</p> <p>Its activities include the evaluation of the suitability of periodic financial and non-financial information to properly represent the business model, the corporate strategies, the impact of its activity and the performance achieved, and the pursuit of the objectives of the sustainability plan, in coordination with the Sustainability Committee.</p>
Scheduled – some meetings	Overseeing and guiding employee incentives	<Not Applicable>	<p>The Nominations, Remuneration and Human Capital Committee (formed by 3 Board independent directors) supports the Board of Directors in its oversight activities related to employee remuneration and incentives, including ESG and climate change-specific metrics. Indeed, the Committee provides opinions and makes recommendations to the Board of Directors on the remuneration of the members of corporate bodies and senior management. The implementation of the decarbonisation roadmap is one of the metrics used to measure management's ESG performance, and the achievement of decarbonisation targets is linked to incentive schemes, as described in the Company's 2022 remuneration policy (<a href="https://www.mundys.com/documents/37344/553723/Relazione_Remuneratione_ENG.pdf">https://www.mundys.com/documents/37344/553723/Relazione_Remuneratione_ENG.pdf</a>).</p>

## C1.1d

### (C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	Yes	<p>Mundys applied the "Corporate Governance Code of Borsa Italiana" which recommends that the BoD of listed companies, when close to the termination of its office, should provide the shareholders with the guidelines on the optimal qualitative and quantitative composition of the new board, taking into account the outcome of the self-evaluation process. Based on the experience accrued during the last office term (from 2020 to 2022), the former BoD decided also to provide the shareholders with their Guidelines on the knowledge, expertise and experience that should characterize the best qualitative composition of the next managing body. Such Guidelines has been drafted on the basis of the Board's perception of the managerial skills needed, based on Mundys' growth strategy and sustainability roadmap. Among the competences that must be broadly possessed (i.e. held by Board candidates representing at least a quarter of the Board) there was the expertise in sustainability/ESG, with particular regard to the issue of climate change, accrued within ESG-driven organisations where such aspects play a key role in achieving the sustainable long-term success of the business, gained through experience in leadership roles within companies operating in a range of sectors or at government or academic level or as a consultant if closely linked to issues surrounding sustainability (<a href="https://www.mundys.com/documents/37344/553723/Report_on_the_appointment_of_directors_2022__ENG_con_allegato.pdf/fde82e92-691d-c72b-0ce9-866e07f54642?1=1647334073054">https://www.mundys.com/documents/37344/553723/Report_on_the_appointment_of_directors_2022__ENG_con_allegato.pdf/fde82e92-691d-c72b-0ce9-866e07f54642?1=1647334073054</a>).</p>	<Not Applicable>	<Not Applicable>

## C1.2

### (C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

#### Position or committee

Chief Executive Officer (CEO)

#### Climate-related responsibilities of this position

- Integrating climate-related issues into the strategy
- Assessing climate-related risks and opportunities
- Managing climate-related risks and opportunities

#### Coverage of responsibilities

<Not Applicable>

#### Reporting line

Reports to the board directly

**Frequency of reporting to the board on climate-related issues via this reporting line**

More frequently than quarterly

**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/Climate+Action+Plan+EN.pdf> - pg. 7-8)

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**Position or committee**

Chief Sustainability Officer (CSO)

**Climate-related responsibilities of this position**

Managing annual budgets for climate mitigation activities  
Managing climate-related acquisitions, mergers, and divestitures  
Developing a climate transition plan  
Implementing a climate transition plan  
Integrating climate-related issues into the strategy  
Conducting climate-related scenario analysis  
Setting climate-related corporate targets  
Monitoring progress against climate-related corporate targets  
Managing public policy engagement that may impact the climate  
Managing value chain engagement on climate-related issues  
Assessing climate-related risks and opportunities  
Managing climate-related risks and opportunities

**Coverage of responsibilities**

<Not Applicable>

**Reporting line**

CEO reporting line

**Frequency of reporting to the board on climate-related issues via this reporting line**

More frequently than quarterly

**Please explain**

The Chief Sustainability & Innovation Officer of Mundys directly reports to the CEO and has the following responsibilities: sustainability agenda, climate strategy and ESG target setting; support to operating companies in the adoption of the development related to the sustainability agenda; ESG due diligence in M&A projects; ESG performance monitoring including decarbonization roadmap; stakeholders engagement on ESG matters; development of compensation policies and incentive systems also including ESG linked incentives; Board evaluation with respects to ESG aspects; Orchestration of the Group's internal innovation processes by fostering the development of a common opportunities agenda between the Holding and its subsidiaries; Identification and evaluation of 'technology driven' direct investment opportunities.

To be noted also that other C-suites such as the External Relations & Institutional Affairs Director, the General Counsel and the Investor Relations Director also deal with climate change matters as part of their specific activities.

Moreover, oversight of ESG topics by the Board is a good governance practice that Mundys fosters for its investee companies as well, by requiring the approval of ESG plans and targets by the Board at all main subsidiaries. Board committees overseeing ESG topics, including climate change, are already established within all the key subsidiaries and they are progressively expanding across the portfolio. Executive management committees are also in place in all key subsidiaries.

For additional information, please refer to Mundys' Climate Action Plan (<https://www.mundys.com/documents/37344/180864/Climate+Action+Plan+EN.pdf> - pg. 7-8)

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**Position or committee**

Chief Risks Officer (CRO)

**Climate-related responsibilities of this position**

Integrating climate-related issues into the strategy  
Conducting climate-related scenario analysis  
Assessing climate-related risks and opportunities  
Managing climate-related risks and opportunities

**Coverage of responsibilities**

<Not Applicable>

**Reporting line**

CEO reporting line

**Frequency of reporting to the board on climate-related issues via this reporting line**

Half-yearly

**Please explain**

The Chief Risk Officer directly reports to the CEO and has also the responsibility of the periodic monitoring process of ESG risks with particular regard to physical and transition climate related risks and opportunities.

For additional information, please refer to Mundys' Climate Action Plan (<https://www.mundys.com/documents/37344/180864/Climate+Action+Plan+EN.pdf> - pg. 7-8)

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**Position or committee**

Other C-Suite Officer, please specify (Investment Directors)

**Climate-related responsibilities of this position**

Managing annual budgets for climate mitigation activities  
Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)  
Managing climate-related acquisitions, mergers, and divestitures  
Implementing a climate transition plan  
Monitoring progress against climate-related corporate targets  
Managing climate-related risks and opportunities

**Coverage of responsibilities**

<Not Applicable>

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**Reporting line**

CEO reporting line

**Frequency of reporting to the board on climate-related issues via this reporting line**

As important matters arise

**Please explain**

The Investment Directors directly report to the CEO and have the responsibility to oversee and coordinate implementation initiatives on portfolio companies, including the climate-related issues and strategy.

For additional information, please refer to Mundys' Climate Action Plan (<https://www.mundys.com/documents/37344/180864/Climate+Action+Plan+EN.pdf> - pg. 7-8)

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**Position or committee**

Other C-Suite Officer, please specify (Chief Strategy and Corporate Development Officer)

**Climate-related responsibilities of this position**

Managing climate-related acquisitions, mergers, and divestitures  
Integrating climate-related issues into the strategy

**Coverage of responsibilities**

<Not Applicable>

**Reporting line**

CEO reporting line

**Frequency of reporting to the board on climate-related issues via this reporting line**

As important matters arise

**Please explain**

The Chief Strategy and Corporate Development Officer directly reports to the CEO and is in charge of assisting C-Suites in defining the Group's strategic development scenarios and trajectories, coordinating the research and evaluation agenda for opportunities in new investment areas.

For additional information, please refer to Mundys' Climate Action Plan (<https://www.mundys.com/documents/37344/180864/Climate+Action+Plan+EN.pdf> - pg. 7-8)

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**Position or committee**

Other C-Suite Officer, please specify (Human Capital & Organization Director)

**Climate-related responsibilities of this position**

Providing climate-related employee incentives

**Coverage of responsibilities**

<Not Applicable>

**Reporting line**

Reports to the board directly

**Frequency of reporting to the board on climate-related issues via this reporting line**

Annually

**Please explain**

The Human Capital & Organization Director supports the reports the Remuneration Committee in reviewing the annual variable incentive scheme, including the sustainability- and climate-related incentives, and in the proposal to the Board of Directors of the objectives, metrics and targets, for the executive directors and the overall scheme for the Company's Top Management.

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**Position or committee**

Business unit manager

**Climate-related responsibilities of this position**

Managing annual budgets for climate mitigation activities  
Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)  
Implementing a climate transition plan  
Setting climate-related corporate targets  
Monitoring progress against climate-related corporate targets

**Coverage of responsibilities**

<Not Applicable>

**Reporting line**

Other, please specify (Operative Company's CEO reporting line)

**Frequency of reporting to the board on climate-related issues via this reporting line**

Quarterly

**Please explain**

The Mundys Board of Directors' supervision of ESG issues is an example of good governance that Mundys extends to the assets in its portfolio, requesting the boards of all its main subsidiaries to approve ESG plans and targets. The sustainability team of portfolio companies are in charge of executing the sustainability strategy and implementing initiatives and sustainability projects.

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### C1.3

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**(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?**

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	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 (more information: <a href="https://www.mundys.com/en/governance/remuneration">https://www.mundys.com/en/governance/remuneration</a> & <a href="https://www.mundys.com/documents/37344/0/Relazione_Remuneratione2022_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827">https://www.mundys.com/documents/37344/0/Relazione_Remuneratione2022_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827</a> ).

**C1.3a**

**(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).**

**Entitled to incentive**

Chief Executive Officer (CEO)

**Type of incentive**

Monetary reward

**Incentive(s)**

Bonus - % of salary

**Performance indicator(s)**

Progress towards a climate-related target  
 Achievement of a climate-related target  
 Reduction in absolute emissions  
 Increased share of renewable energy in total energy consumption  
 Company performance against a climate-related sustainability index (e.g., DJSI, CDP Climate Change score etc.)

**Incentive plan(s) this incentive is linked to**

Both Short-Term and Long-Term Incentive Plan

**Further details of incentive(s)**

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, 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).  
 More information at the following link: <https://www.mundys.com/en/governance/remuneration> & [https://www.mundys.com/documents/37344/0/Relazione\\_Remuneratione2022\\_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827](https://www.mundys.com/documents/37344/0/Relazione_Remuneratione2022_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827).

**Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan**

Management-by-Objectives (MBO) aligns short-term (annual) remuneration opportunities with the achievement of objectives relevant to 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\\_Remuneratione2022\\_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827](https://www.mundys.com/documents/37344/0/Relazione_Remuneratione2022_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827).

**Entitled to incentive**

Business unit manager

**Type of incentive**

Monetary reward

**Incentive(s)**

Bonus - % of salary

**Performance indicator(s)**

Progress towards a climate-related target  
 Achievement of a climate-related target  
 Reduction in absolute emissions  
 Increased share of renewable energy in total energy consumption

**Incentive plan(s) this incentive is linked to**

Both Short-Term and Long-Term Incentive Plan

**Further details of incentive(s)**

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.

**Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan**

Management-by-Objectives (MBO) aligns short-term (annual) remuneration opportunities with the achievement of objectives relevant to 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\\_Remuneratione2022\\_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827](https://www.mundys.com/documents/37344/0/Relazione_Remuneratione2022_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827).

**Entitled to incentive**

Corporate executive team

**Type of incentive**

Monetary reward

**Incentive(s)**

Bonus - % of salary

**Performance indicator(s)**

Progress towards a climate-related target

Achievement of a climate-related target

Reduction in absolute emissions

Increased share of renewable energy in total energy consumption

Company performance against a climate-related sustainability index (e.g., DJSI, CDP Climate Change score etc.)

**Incentive plan(s) this incentive is linked to**

Both Short-Term and Long-Term Incentive Plan

**Further details of incentive(s)**

Since 2021 incentive remuneration for Mundys's corporate executives team 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, 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).

More information at the following link: <https://www.mundys.com/en/governance/remuneration> &

[https://www.mundys.com/documents/37344/0/Relazione\\_Remuneratione2022\\_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827](https://www.mundys.com/documents/37344/0/Relazione_Remuneratione2022_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827).

**Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan**

Management-by-Objectives (MBO) aligns short-term (annual) remuneration opportunities with the achievement of objectives relevant to 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\\_Remuneratione2022\\_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827](https://www.mundys.com/documents/37344/0/Relazione_Remuneratione2022_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827).

**Entitled to incentive**

All employees

**Type of incentive**

Monetary reward

**Incentive(s)**

Bonus - % of salary

**Performance indicator(s)**

Company performance against a climate-related sustainability index (e.g., DJSI, CDP Climate Change score etc.)

**Incentive plan(s) this incentive is linked to**

Short-Term Incentive Plan

**Further details of incentive(s)**

The short-term variable component (the MBO Plan) is directed also to all Mundys' employees. Therefore, part of their variable remuneration is 20% linked to ESG performance, including company's valuation by the main ESG rating agencies (notably Moody's ESG, MSCI ESG, Sustainalytics, CDP).

More information at the following link: <https://www.mundys.com/en/governance/remuneration> &

[https://www.mundys.com/documents/37344/0/Relazione\\_Remuneratione2022\\_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827](https://www.mundys.com/documents/37344/0/Relazione_Remuneratione2022_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827).

**Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan**

Management-by-Objectives (MBO) aligns short-term (annual) remuneration opportunities with the achievement of objectives relevant to 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. In addition, the Management-by-Objectives (MBO) promotes the active involvement of employees and sharing the value created in the medium-to-long term.

More information at the following link: <https://www.mundys.com/en/governance/remuneration> &

[https://www.mundys.com/documents/37344/0/Relazione\\_Remuneratione2022\\_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827](https://www.mundys.com/documents/37344/0/Relazione_Remuneratione2022_ENG.pdf/9b971f4a-3e8c-c361-2829-d5635d14053b?t=1653991675827).

**C2. Risks and opportunities****C2.1****(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?**

Yes

**C2.1a**



**(C2.1a) How does your organization define short-, medium- and long-term time horizons?**

	From (years)	To (years)	Comment
Short-term	0	5	<p>Mundys' Climate Action Plan has established a roadmap with specific targets and definitions of time-horizons (2030/2040) in order to comply with these targets. Similarly, climate related risks and opportunities have been identified and classified according to the same time horizons also considering the residual life of the concessions which are the most relevant part of our business.</p> <p>Mundys short-term time horizon refers to a time scale of a 0-5 year and is linked to business targets (defined in the Long Term Plan 2023-2027), which are further aligned with our 'Sustainability Roadmap' and our Science Based Target (SBT).</p> <p>Short-term time horizon i.e., monitoring &amp; performance measurement helps us to review &amp; analyze our existing sustainable strategies to ensure we meet our long-term targets or update them as per the outcome.</p> <p>Short term roadmap helps to set long-term goals on environmental, social, &amp; governance (ESG) parameters to meet the goals.</p>
Medium-term	5	10	<p>Mundys' Climate Action Plan has established a roadmap with specific targets and definitions of time-horizons (2030/2040) in order to comply with these targets. Similarly, climate related risks and opportunities have been identified and classified according to these time horizons also considering the residual life of the concessions which are the most relevant part of our business.</p> <p>Mundys considers 10 years as a medium-term time horizon.</p> <p>An example of how this time horizon is being used in other business practice besides risks and opportunities is for setting decarbonization objectives (i.e. Aeroporti di Roma and Aeroports de la Cote d'Azur, commit to net zero carbon emissions by 2030), among others.</p> <p>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.</p>
Long-term	10	20	<p>Mundys' Climate Action Plan has established a roadmap with specific targets and definitions of time-horizons (2030/2040) in order to comply with these targets.</p> <p>Mundys' Climate Action Plan identifies objectives for 2040 as:</p> <ul style="list-style-type: none"> <li>• Reduce direct emissions (scope 1 &amp; 2) to Net Zero</li> <li>• Move to 100% renewable electricity consumption</li> </ul> <p>In the same line, climate related risks and opportunities have been identified and classified according also to this time horizon, considering the residual life of the concessions which are the most relevant part of our business.</p> <p>Mundys considers 20 years as a long-term time horizon.</p>

**C2.1b**

**(C2.1b) How does your organization define substantive financial or strategic impact on your business?**

Mundys' climate risks are integrated within our Enterprise Risk Management (ERM) process and their evaluations are reflected on the ERM risk rating matrix used to define the level of risk and impact on the business. Mundys ERM Policy and Guidelines, adopted by the main Group Companies and periodically updated according with best practices and laws and regulations, define the framework to identify, evaluate and manage the risks.

This framework provides also a guidance for the definition of the Risk Appetite Statement (or "RAS") i.e. the level of risk that Mundys, and each subsidiary, is willing to accept according to the risk areas (financial, strategic, including Climate Change, external, compliance, operational / business continuity). Each risk appetite level corresponds to specific economic-financial-debt, reputational, compliance, health and safety, management-operational impacts and quantitative thresholds (where applicable). Any risk that exceeds the defined appetite threshold, is reported to the Top Management and Board of Directors and constantly monitored. In order to bring these risks within the related level of risk appetite, it is required to implement corrective actions.

All risks are categorised in terms of Likelihood:

- Very Probable (>85%)
- Probable (66% - 85%)
- Possible (36% - 65%)
- Unlikely (16% - 35%)
- Rare (0% - 15%)

And financial (FFO: lower cash inflows or higher cash outflows) and/or economic (EBITDA: higher costs or lower revenues) impact:

- Extreme (>5% FFO and/or >5% EBITDA)
- Relevant (4%-5% FFO and/or 4%-5% EBITDA)
- Significant (3%-4% FFO and/or 3%-4% EBITDA)
- Limited (2%-3% FFO and/or 2%-3% EBITDA)
- Negligible (<2% FFO and/or <2% EBITDA)

In the contest of climate related risk, a substantive financial or strategic impact on Mundys Group is defined when the level of likelihood is equal or higher than "unlikely" and the level of financial and/or economic impact is equal or higher than "limited". A "substantive" risk requires risk management and contingency plans to reduce it to an acceptable level.

**(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.****Value chain stage(s) covered**

Direct operations  
Upstream  
Downstream

**Risk management process**

Integrated into multi-disciplinary company-wide risk management process

**Frequency of assessment**

More than once a year

**Time horizon(s) covered**

Short-term  
Medium-term  
Long-term

**Description of process**

Management of risks at Mundys is achieved through Enterprise-wide Risk Management (ERM) framework updated and submitted to subsidiaries for adoption (through Policy and Guidelines). It is a dynamic framework, adapting to evolving stakeholders needs with integration of Climate & other ESG risks and it is aligned to best practice (COSO Framework).

The ERM framework specifies for each subsidiary:

- a. the central role of Board of Directors in ensuring that main risks are properly identified, measured and constantly monitored, in order to verify their alignment with the Risk Appetite Statement (RAS);
- b. Risk Control Committee, where foreseen, to examine the results of the different phases of the risk management process before their approval by Boards of Directors;
- c. Risk Officer to oversee the ERM process, according to Mundys' guidelines, and to support the various Risk Owners in applying the methodology, facilitating the implementation of a risk control model that is as close as possible to the sector in which each company operates

Through the ERM process, Mundys identifies & assesses risks, including those climate-related, & implements the appropriate control measures in advance to mitigate their probability of occurrence &/or potential impact. This system is aimed to guarantee the achievement of the Company's objectives in a predictable and a globalized competitive environment and a complex context.

Mundys' overall process for risk management of climate risk, which could have a substantive financial or strategic impact, is summarised in the below stages:

1. Risk appetite - Confirm the boundaries
2. Plan - Set the context
3. Identify & Assess - What are the risks, analyse and evaluate
4. Manage - Address the risks
5. Monitor/Review - Validate and Improve
6. Communicate - Share the risks
7. Audit and assurance - Test and confirm

In particular, the process takes place on several org. levels:

(I) Board - Mundys' BoD with the support of Control, Risks and Corporate Governance & Sustainability Committees, reviews & oversees risk management process and approves the risk appetite. The subsidiaries' BoD, with the support of Risks Committee where present, approve their respective risk appetite levels and, through risk management functions, implement risk management process according to Mundys framework.

(II) Management level - Climate risks are identified/assessed/managed/monitored according to a bottom-up approach by each subsidiary management with the support of risk officers and other supporting functions (Sustainability, EHS, etc). Climate Change major risks and opportunities are assessed in accordance with a Climate Change Risk Assessment (CCRA) methodology, based also on the guidelines of the TCFD and integrated into the ERM. In particular, the CCRA is periodically carried out and focused on two main categories of risks, for different timeframes (short, medium, long term) and scenario (stabilization scenario RCP 4.5; worst case scenario RCP 8.5 and best case scenario RCP 2.6):

- Transition risks deriving from the transition to a low-carbon economy, which includes policy and legal, technology, market and reputational risks;
- Physical risks impacting Mundys' assets, which can be event driven (acute) or longer-term shifts (chronic) in climate patterns.

Subsidiaries' managers identify the risks threatening their activity, business target and infrastructures. Risks are evaluated both at the inherent and residual level, in accordance with the following definition:

- Inherent risk: without taking into account management action to reduce the impact or likelihood of such risk;
- Residual risk: that remains after the adoption of preventive measures.

A first quantification of potential/inherent impact is performed also through a specific tool that, basing on the assets data (e.g. name, location, value, emissions, etc), gives an evaluation in terms of expected financial loss (related to opex, capex and revenue impacts) resulting from climate change for the designated period. This evaluation enables each subsidiary and Mundys to:

- raise awareness of potential risks and opportunities related to Climate Change among key internal stakeholders;
- integrate Climate Change within Mundys' internal ERM framework;
- identify major risks and opportunities related to Climate Change, assess their impacts on business and define proper action plans (e.g. for substantive impact level) according with the level of risk appetite. Risks and mitigation plans are monitored at subsidiaries level by business functions and Risk Officers and periodically reviewed by the Risk Committee (where presents) and Board. Risk audits should be conducted across locations by company internal audit team. Main risks and related action plan are reported also at Mundys' Committee level to make considerations regarding strategic decisions and design wide programs.

In addition to periodic risk assessment process, at asset level, climate risks are identified and assessed, where applicable, during the project design phase (e.g. in designing new motorway) so that these risks are integrated at an early stage of the project. Risks are also assessed with insurance companies, so that contracts are adapted to the environmental risks of the project. The way these risks are taken into account changes during the life of the project, particularly during the operational phase of the infrastructure, when they can represent significant maintenance costs.

The main Group companies are planning deeper actions to properly manage climate related risks & opportunities, while having already defined several, including:

- complex emergency plans for monitoring of weather conditions, coordinating personnel and vehicles for intervention, giving a timely information to travellers through physical communication channels. For motorway business, before winter season, simulations are carried out to test the correct management of unfavourable weather events in terms of procedures and information chain, with corrective actions implemented based on simulations results;
- specific capex plans to boost asset resilience and transfer those risks on the insurance markets to cover both direct/physical damages and business interruption;
- regulatory framework monitoring and sustainability plans update with specific commitments and targets. Internal steering committees are periodically held to consider the

- opportunity to responsibly engage authorities and regulators on these matters;
- periodic engagement and participation in institutional and business working tables;
  - R&D investments and emerging technologies monitoring to support energy transition (e.g. use of biomethane in airports);
  - participation in institutional-promoted innovation competition and research groups to work on new and future potential technologies;
  - certification of internal process and systems to market frameworks (e.g. ISO certification for environmental management, etc.).

## C2.2a

### (C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	Risks correlated to the compliance to the current regulation are identified and assessed as part of the general Enterprise Risk Management process adopted by all the main Group companies. In this context, Mundys takes into account the great number of climate related regulations at national and international level that have been emerging over the last periods such as the European Green Deal that repercussions over the Group sectors. In fact, Mundys may be exposed to risks related to violations of these rules and regulations, that might result in sanctions, financial losses and negative impacts on its reputation.
Emerging regulation	Relevant, always included	An evolving patchwork of compliance requirements at international, national and state level lead to increased input/operating costs and threats to securing licence to operate for high carbon activities. Mundys includes in its climate risk assessment analysis upcoming climate-related legislation that is likely to affect the way Mundys works and operates. In particular, these risks are included in transition risks and are related to policies and regulations evolution in the countries where Mundys operates. In this context, Mundys takes into account, in risk evaluations, the carbon price projections (i.e. regulations may impose a carbon price through such mechanisms as carbon taxes or emissions trading) from the underlying data of the Shared Socioeconomic Pathways (SSPs) models used by the IPCC. An SSP is one of a collection of pathways that describe alternative futures of socio-economic development.
Technology	Relevant, always included	Technology & innovation are our value-creation drivers with implications on business. Through technological innovation, strategic partnerships, digitalisation, Mundys wants to promote innovative sustainable solutions in its business sectors. Climate related technological risk form a critical part of Mundys climate & ESG risks, & foundation of roadmap of nature-based solutions aligning with vision of carbon neutrality (e.g. taking into account variables such as: investment in R&D, capital allocation for new technologies and modernization of infrastructures/, adopt/deploy new practices and processes). Such technological risks are included in the risk assessment and the results are integrated under our ERM framework.
Legal	Relevant, always included	Mundys, within its ERM Framework, defines and assesses legal risks arising from contractual or extra-contractual liability or from other legal disputes and/or disputes related to the management of Concession contracts. With reference to Climate related risks Mundys could be exposed to the opening of legal infringements procedures and reputational damage due to inadequate events management and/or prolonged interruption of service. During 2022, also considering lawchanges in progress (e.g. the proposed European Union Directive on Corporate Sustainability Due Diligence), the main subsidiaries carried out projects and initiatives to implement a system aimed at monitoring, preventing and mitigating adverse impacts, among others, on the environment.
Market	Relevant, always included	Mundys, within its ERM Framework, defines and assesses market risks. In particular, currently changes in mobility patterns towards more sustainable solutions both in the aviation and automotive sectors could have limited consequences on traffic patterns and a related revenues reduction. It should be noted that any possible future fuel and energy taxes or new policies that promote the use of public transport infrastructures, could reduce the demand for road travel due to a switch to less emitting modes of transport like train (e.g. the proposed French law that could restrict domestic flights in favour of promoting rail).
Reputation	Relevant, always included	Mundys, within its ERM Framework, defines and assesses risks arising from the negative image perception of the Group by relevant internal or external stakeholders (e.g. employees, customers, suppliers, shareholders, national/international authorities and institutions) for failure to meet the Group climate change targets and commitments, for the dissemination of harmful media news or the inability to meet shareholders' expectations towards climate change. These risks may affect the Group's reputation with moderate consequences on the company's value. The increased clients and end consumers' awareness of climate change issues is leading to a potential increase in the demand of low carbon services. In particular, the aviation sector is subject to several pressures from investors and customers that require a strong commitment towards carbon neutrality. Anyhow the EU Commission in 2023 has reached an agreement on 'biofuel' for airports that should reduce the emission of 75% within 2050.
Acute physical	Relevant, always included	Mundys, within its ERM Framework, defines and assesses risks correlated to extreme weather events with potential negative impacts on the business in terms of revenues, business continuity, operating and reconstruction costs (damage, procurement, insurability). In particular, Mundys' assets operating in Mexico, Puerto Rico, India and USA are prone to suffer cyclones, while French and Italian airports, motorway concessions in northern France and eastern Brazil are prone to suffer from coastal flooding.
Chronic physical	Relevant, always included	Mundys' assets are exposed to risks related to the change of precipitation patterns and the rise in the mean surface temperature that may affect the performance of such materials used for infrastructure constructions (i.e. road pavement) and, for the motorway sector, some traffic patterns. In the aviation sector, aircraft performances may be affected causing flight cancellation. Assets located in most of the countries where portfolio companies operate are prone to suffer extreme heat conditions. Mundys has included this type of risk in its ERM Framework.

## C2.3

### (C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

## C2.3a

### (C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

#### Identifier

Risk 1

#### Where in the value chain does the risk driver occur?

Direct operations

#### Risk type & Primary climate-related risk driver

Acute physical	Cyclone, hurricane, typhoon
----------------	-----------------------------

#### Primary potential financial impact

Increased indirect (operating) costs

#### Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

#### Company-specific description

An increase in the extreme weather events, such as tropical cyclones (hurricanes and typhoons), could directly damage our infrastructures with particular reference to motorways whose revenues are linked to traffic and direct costs are linked 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.

The assessment of the hazard level for the event of tropical cyclones and storms has been performed using a climate data tool (CDT) populated with a range of information from national and international meteorological and environmental authorities. Two climate change scenarios projections – RCP 8.5 (Business As Usual) and RCP 4.5 (scenario aligned with the Paris Agreement) have been evaluated, on two different time horizons – 2030 (short-medium term) and 2040 (long term). For the risk of tropical cyclones: United States, Mexico, India and Puerto Rico are the only regions prone to suffer tropical cyclones;

- 2030 projections: an overall increase of the hazard level is expected under both climate scenarios, especially in the RCP 8.5 (+1.7 to 5% in extreme wind speed).

- 2040 projections: an overall increase of the hazard level is expected in both RCP 4.5 and RCP 8.5 scenarios, in particular for assets in Puerto Rico, Mexico and India (+2.5 to 7% in extreme wind speed).

For the risk of Storms: most of the selected assets in regions where our subsidiary Abertis operates are highly exposed to storms with the exception of regions such as Mexico, Chile and Puerto Rico. Most of the selected points will face a moderate increase in storm intensity by 2030 and 2040. In Europe, extreme climate events such as Storm Gloria (storms with high winds and heavy rainfall) and Storm Filomena (extratropical cyclones with heavy snowfall) are increasing in frequency and strength. An economic quantification of the risk associated with different representative points of all Abertis highway's locations has been carried out. The assets selected for the quantification are located in the regions prone to suffer more physical risks and/or are considered strategic for Abertis and correspond to different types of assets according to their vulnerability (steep hill section with/without unstable slopes, plain section, section with tunnels, etc.).

#### Time horizon

Short-term

#### Likelihood

Very likely

#### Magnitude of impact

High

#### Are you able to provide a potential financial impact figure?

Yes, an estimated range

#### Potential financial impact figure (currency)

<Not Applicable>

#### Potential financial impact figure – minimum (currency)

1100000

#### Potential financial impact figure – maximum (currency)

16800000

#### Explanation of financial impact figure

The financial impact figures (min and max) correspond to the lowest and highest individual potential financial losses estimations from all the unitary representative locations that were evaluated.

The formula to calculate the potential financial loss in each location is:  $(A1 \cdot A2) + (B1 \cdot A2)$ , where A1 is the asset insured value per km, A2 is the selected road stretch in km, B1 is the loss of revenues per km (which is estimated depending on the severity of the event and the asset type depending on the estimated reconstruction time). The estimation assumes that only one physical extreme event occurs in a year at 1 kilometer of one asset. The maximum potential financial impact figure corresponds to the estimation of a Tropical Cyclone in Puerto Rico, and assuming that the asset affected is a singular structure (where A1 is 12.3Mn€, A2 is 1km, B1 is 4.5Mn€). The total estimated amount would be: 16.8Mn€. The minimum is linked to a highway in México where  $\text{Impact} = 1 \text{ million damage/km} \cdot 1 \text{ km} + 0.1 \text{ Mn€ revenue loss/km} \cdot 1 \text{ km} = 1,100,000 \text{ €}$

These estimates have been done on the basis of 1 km of impacted highways. Please consider that the total length of operated highways prone to suffer this kind of risk is 1,265 km. This calculation corresponds to the inherent financial impact and doesn't include the insurance coverage which would substantially reduce the economic impact of the risk.

#### Cost of response to risk

12526000

#### Description of response and explanation of cost calculation

In general terms, 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 or any eventuality.

All the business units 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.

The total insurance annual cost for the Abertis assets located in the zones with the highest hurricane risk is 8.7 Mn€. The effect of the insurance reduces the maximum risk to 9.3 Mn€.

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 of the Group prone to suffer tropical cyclones, we have invested in several measures and improved mitigation controls. The actions taken to address the risk, compose by recent security measures implemented and investments to improve the robustness of security measures, include:

- Operations Command Center Redundancy: after the Hurricane Maria, Metropistas installed an additional emergency operation and traffic control centre to serve as backup. (46 k€)
- Diversity of Communications system providers. Abertis concession in Puerto Rico has diversified in 3 providers the communications system providers for internet and mobile phone communications, to ensure communication during the emergency. (No material cost)
- Fuel storage Infrastructure: Puerto Rico has invested in fuel storage infrastructure to ensure fuel availability during emergencies. (280 k€)
- Between 2022 and 2023 additional capex investment of 3,5 Mn€ is being invested to deploy energy microgrids to make toll plazas of Puerto Rico more resilient in case of major climate adverse event and protect revenues.

The cost response includes the sum of the measures listed above:  $8,700,000 + 46,000 + 280,000 + 3,500,000 = 12,526,000\text{€}$

As a result of actions, the group is more resilient to address extraordinary events of this specific risk, in the future.

#### Comment

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## C2.4

### (C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?

Yes

## C2.4a

### (C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

#### Identifier

Opp1

#### Where in the value chain does the opportunity occur?

Direct operations

#### Opportunity type

Energy source

#### Primary climate-related opportunity driver

Other, please specify (Use of lower-emission sources of energy and use of new technologies)

#### Primary potential financial impact

Reduced indirect (operating) costs

#### Company-specific description

Renewable energy is a vital factor in cutting direct emissions. Mundys is aware that some activities currently powered by fossil fuels will have to migrate to electricity, which will increase the demand for it. Consequently, we have planned initiatives aimed at increasing the energy efficiency of our processes and assets in order to reduce energy demand and initiatives for renewable self-generation.

Regarding the motorway business segment, we have evaluated the increase of the use of low-emission energy sources (such as for example the use of led lighting) and the use of solar photovoltaic panels as short-medium term opportunities which can allow to a decrease in both the operating costs as well as in CO2 emissions. Between 2022 and 2024 we have planned to install solar photovoltaic panels in Spain, Mexico, Brazil, Puerto Rico and India and, at the same time, to switch from conventional lamps to LED systems in tunnels, toll stations, rest and parking areas, mainly in France, Spain, Italy, Mexico, Brazil, Argentina and USA. These projects have financial feasibility, mainly due to reduction in the electricity cost and have a 5-10 year payback period, implying also significant reduction in CO2 emission per year.

Regarding the airport operating segment, we have also planned to invest significantly in renewable energies to decrease our operating costs, to be more energy independent considering increased energy costs and to progressively move away from fossil fuel sources consequently reducing our carbon emissions. At Aeroporti di Roma, for example, we are investing on the installation of the largest photovoltaic solar farm (60MWp) in airport infrastructure across Europe. The project started in 2021 and will be partially active starting from 2025. This initiative is also linked to PIONEER project, which involves the design, construction, commissioning and operation of a system consisting of second-hand batteries from the automotive industry for storing excess energy produced by the solar photovoltaic system. Aéroports de la Côte d'Azur, instead, is planning to replace the heating/cooling/ventilation of Terminal 1 by an electrical pump based on heat recovery from wastewater.

#### Time horizon

Short-term

#### Likelihood

Virtually certain

#### Magnitude of impact

Medium

#### Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

#### Potential financial impact figure (currency)

85000000

#### Potential financial impact figure – minimum (currency)

<Not Applicable>

#### Potential financial impact figure – maximum (currency)

<Not Applicable>

#### Explanation of financial impact figure

The potential financial impact consists in the savings in operating costs that are obtained by the implementation of the aforementioned initiatives that allow both to reduce energy consumption through new more efficient technologies and self-produce energy from renewable sources avoiding energy purchasing. The financial impact figure is the aggregation of different project implementations estimated by Mundys' subsidiaries in the short-term time horizon (0-5 years) 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 photovoltaic panels in our 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).

**Cost to realize opportunity**

83000000

**Strategy to realize opportunity and explanation of cost calculation**

The aforementioned projects are part of the initiatives set out in Mundys's Climate Action Plan, useful for achieving the energy transition and carbon reduction SBTi validated target for 2030 and beyond. The cost to realise the opportunity is around 83 million of euro and reflects the aggregation of different projects' capex estimated by Mundys' subsidiaries.

The figure for the cost to realize opportunities 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 photovoltaic panels in our motorways concessions in Italy, Spain, Mexico, Brazil, Puerto Rico and India, due to self-production of electricity;
2. about € 13 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 € 1 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 € 14 million for company fleet vehicle replacement, due to less fleet vehicle's expenses;
6. about € 5 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) past comparable project's costs; b) supplier's agreements; c) other costs (e.g., inflation).

A case study of project which aims to realize the opportunity is represented by the installation of the largest photovoltaic solar farm (60MWp) in airport infrastructure across Europe by Mundys' subsidiary Aeroporti di Roma. Mundys and its subsidiaries are aware that some activities currently powered by fossil fuels will have to migrate to electricity, as part of the Aeroporti di Roma's energy consumption. The task of the case study is to use renewable electricity generation to cut direct emissions. Consequently, the action implemented by the company is planning the installation of a 60 MWp photovoltaic solar farm, which will be active starting from 2025. In result, this initiative will generate around 90 GWh/y of green electricity, saving around 20.000 tCO2e/y.

**Comment****C3. Business Strategy****C3.1****(C3.1) Does your organization's strategy include a climate transition plan that aligns with a 1.5°C world?****Row 1****Climate transition plan**

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

**Publicly available climate transition plan**

Yes

**Mechanism by which feedback is collected from shareholders on your climate transition plan**

Our climate transition plan is voted on at Annual General Meetings (AGMs)

**Description of feedback mechanism**

<Not Applicable>

**Frequency of feedback collection**

<Not Applicable>

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

Climate Action Plan EN.pdf

**Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world and any plans to develop one in the future**

<Not Applicable>

**Explain why climate-related risks and opportunities have not influenced your strategy**

<Not Applicable>

**C3.2****(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?**

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	Yes, qualitative and quantitative	<Not Applicable>	<Not Applicable>

**C3.2a****(C3.2a) Provide details of your organization's use of climate-related scenario analysis.**

Climate-related scenario		Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Physical climate scenarios	RCP 8.5	Company-wide	<Not Applicable>	<p>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.</p> <p>The analysis was performed by using third-party climate data tool (including international data sources such as NOAA databases, WRI aqueduct etc.) and is based on two different time horizons:</p> <ul style="list-style-type: none"> <li>- 2030 as medium term in order to appreciate changes in the natural and atmospheric environment;</li> <li>- 2040 as long term in line with the expected expiration of several concessions.</li> </ul> <p>For example, in the case of the risk of extreme events such as cyclones and storms to which some of our infrastructures located in some Latin American countries, such as Mexico or Puerto Rico, are exposed, the scenario analysis shows that in the medium term (2030) the cyclone maximum sustained wind speed intensity increases by 0.3 percentage points from a RCP 4.5 scenario to an RCP 8.5 scenario. The same analysis shows that in the long term (2040) the increase from one scenario to the next amounts to 1 percentage point.</p>
Physical climate scenarios	RCP 4.5	Company-wide	<Not Applicable>	<p>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.</p> <p>The analysis was performed by using third-party climate data tool (including international data sources such as NOAA databases, WRI aqueduct etc.) and is based on two different time horizons:</p> <ul style="list-style-type: none"> <li>- 2030 as medium term in order to appreciate changes in the natural and atmospheric environment;</li> <li>- 2040 as long term in line with the expected expiration of several concessions.</li> </ul> <p>For example, in the case of the risk of extreme events such as cyclones and storms to which some of our infrastructures located in some Latin American countries, such as Mexico or Puerto Rico, are exposed, the scenario analysis shows that in the medium term (2030) the cyclone maximum sustained windspeed intensity increases by 0.3 percentage points from a RCP 4.5 scenario to an RCP 8.5 scenario. The same analysis shows that in the long term (2040) the increase from one scenario to the next amounts to 1 percentage point.</p>
Physical climate scenarios	RCP 2.6	Company-wide	<Not Applicable>	<p>In addition to the previous two scenarios, an analysis based on a more positive scenario has also been performed for climate-related risk analysis for all business segments. .</p> <p>The analysis is performed by using third-party climate data tool (including international data sources such as NOAA databases, WRI aqueduct etc.) and is based on two different time horizons:</p> <ul style="list-style-type: none"> <li>- 2030 as medium term in order to appreciate changes in the natural and atmospheric environment;</li> <li>- 2040 as long term in line with the expected expiration of several concessions.</li> </ul> <p>For example, for Cannes airport riverine flooding remains as "Moderate" for both scenarios and timeframes and the extreme rainfall flooding risk is projected to be 'Moderate' across all time horizons under RCP 2.6 scenario, and "High" across all time horizons under the RCP 8.5 scenario. In Nice airport, likewise, extreme rainfall flooding remains "High" in all scenarios and timeframe while coastal flooding risk is projected to be 'Moderate' across both scenarios' in 2030 projection, and "High" across both scenarios' in 2040 projections.</p>
Transition scenarios	IEA STEPS (previously IEA NPS)	Company-wide	<Not Applicable>	<p>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 the transition risks, the STEPS scenario was chosen and was performed over two time horizons:</p> <ul style="list-style-type: none"> <li>- 2025 as short term horizon in order to appreciate changes due to new regulatory and market impositions;</li> <li>- 2040 as long term 2040 as long term in line with the expected expiration of several concessions.</li> </ul> <p>STEPS scenario provides a more conservative benchmark for the future, because it does not take it for granted that governments will reach all announced goals. Instead, it takes a more granular, sector-by-sector look at what has actually been put in place to reach these and other energy-related objectives, taking account not just of existing policies and measures but also of those that are under development. For example, the new Fit for 55 package of measures announced by the European Commission in July 2021 provides the detailed underpinnings for the European Union to reach its new 2030 emissions reduction target (a 55% reduction in emissions by 2030 compared with 1990 levels), and this is sufficient to bring the near-term EU trajectory in the STEPS close to that in the APS. The STEPS explores where the energy system might go without a major additional steer from policy makers.</p> <p>With regard to the type of business and geographical distribution of Mundy's activities, the STEPS was implemented to assess the performance of specific variables: CO2 intensity of GDP, total electricity demand for transport , CO2 emission per capita, passengers aviation and road passengers, aviation emissions and CO2 price.</p> <p>For example as operators also in the airport sector, taking the possibility of being exposed to the risks of carbon pricing initiatives (such as emission trading systems and carbon taxes), the analysis of the STEPS and SDS scenarios shows that CO2 cost projections vary significantly in the medium term (2030) with an 85% increase from a STEPS to an SDS scenario. In the long term (2040), on the other hand, the same analysis reveals an increase of 169%.</p>
Transition scenarios	IEA SDS	Company-wide	<Not Applicable>	<p>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 the transition risks, the SDS scenario was chosen as "well below 2°C" scenario and it was performed over two time horizons:</p> <ul style="list-style-type: none"> <li>- 2025 as a short-term horizon to appreciate changes due to new regulatory and market impositions;</li> <li>- 2040 as long term 2040 as long term in line with the expected expiration of several concessions.</li> </ul> <p>The SDS scenario was considered as a reference scenario for an improved condition than the STEPS scenario, allowing to analyze a situation based on a surge in clean energy policies and investments that puts the energy system on track for key SDGs.</p> <p>With regard to the type of business and geographical distribution of Mundy's activities, the SDS was implemented to assess the performance of specific variables: CO2 intensity of GDP, total electricity demand for transport , CO2 emission per capita, passengers aviation and road passengers, aviation emissions and CO2 price.</p> <p>For example as operators also in the airport sector, taking the possibility of being exposed to the risks of carbon pricing initiatives (such as emission trading systems and carbon taxes), the analysis of the STEPS and SDS scenarios shows that CO2 cost projections vary significantly in the medium term (2030) with an 85% increase from a STEPS to an SDS scenario. In the long term (2040), on the other hand, the same analysis reveals an increase of 169%.</p>

Climate-related scenario		Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios	IEA NZE 2050	Company-wide	<Not Applicable>	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.

### C3.2b

**(C3.2b) Provide details of the focal questions your organization seeks to address by using climate-related scenario analysis, and summarize the results with respect to these questions.**

#### Row 1

##### Focal questions

How climate-related issues affect our business strategy, our operations and managed asset value?

How climate-related issues will influence our capital expenditures and capital allocation over the short - medium and long term?

##### Results of the climate-related scenario analysis with respect to the focal questions

In line with the TCFD recommendations, the regular process of identifying, analysing and assessing climate change-related risks and opportunities (Climate Change Risk Assessment - CCRA) was carried out during the year. The scenario analyses allowed us to identify physical and transition climate-related risks and opportunities, to which our infrastructures and businesses are subjected to, and to forecast risk-related economic and financial impact also linked to ev magnitude and likelihood of the events that will occur. The scenario analysis also allowed us to integrate these assessments into the ERM with a top-down approach as a first step, but also periodically asking our operating companies for their own specific assessment on the basis of exact location, extent, type and state of the managed assets (bottom-up approach). A result of the scenario analysis is that, for example, some of our motorways in Latin America are exposed to strong events such as storms and cyclones, highlighting how, in the medium and long term, these events will tend to be more probable and impactful, entailing the need for an effective response in terms of business strategy boosting the resilience of those assets and/or transfer those risks on the insurance markets to cover damages and business interruption. This also lead to making decisions on operations for example integrating additional traffic and infrastructure management methods in the current activities or activating preventive maintenance processes.

The above mentioned initiatives entail adaptation plan with specific capex and opex plans. In terms of transition risk, the market penetration of EVs requires investments to equip motorways with charging points. Abertis plans the installation of over 700 charging points by 2027 along European and Latin American highways, having also an impact from a financial point of view, as investments in EV chargers have a payback period of 10-15 years subject to EV penetration, electrical grid availability and concession life. Furthermore, carbon initiatives currently implemented, planned or under consideration by local governments represent an operational compliance aspect which may have financial consequences. Looking at Fiumicino airport, for example, this may result in a direct effect on operating costs (i.e. emissions related to methane-fuelled cogeneration plants) and an indirect effect by impacting revenues due to an increase in airlines' operating costs.

A result of the scenario analysis, that informed decisions, in relation to the focal questions, is the investment in businesses that can support the decarbonization by 2030 including highly innovative mobility services and systems, as illustrated in our Climate Action Plan (at pg. 19-26). A result is represented by our recent acquisition Yunex Traffic, global provider of Intelligent Transport Systems (ITS) and Smart Mobility solutions, that improve cities' quality of life and contribute to reduce GHG emissions.

### C3.3



**(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.**

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	<p>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:</p> <ul style="list-style-type: none"> <li>• transition towards sustainable transport models;</li> <li>• growing need for smart and greener infrastructures and achieving greater operational efficiency;</li> <li>• growing penetration of EV;</li> <li>• changes in transport modes (i.e. Growth in rail use for passengers and freight);</li> <li>• transition towards new mobility paradigms (i.e. on demand shared mobility, MaaS);</li> <li>• intermodal journey planning systems based on data sharing and optimization of the last-mile transport for delivery of goods.</li> </ul> <p>In response to this scenario, our strategic guidelines also foresee:</p> <ul style="list-style-type: none"> <li>-investment in innovation and digitalisation supporting infrastructure development (i.e. EV charging, smart roads, V2I etc), operational excellence and ensuring a safe travel experience;</li> <li>-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);</li> <li>-initiatives at airports aimed at supporting the decarbonisation of air transport (i.e. SAF, intermodal services etc);</li> <li>-the development of urban air mobility including the development of new infrastructure for vertiports;</li> </ul> <p>Linked to this strategy, investments have been planned for:</p> <ul style="list-style-type: none"> <li>-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);</li> <li>-Promoting the use of Sustainable Aviation Fuels (SAF) at our airports with a CO2 reduction impact of 60-90% compared to traditional jet fuel;</li> <li>-The e-tolling service provided by Telepass which allows to reduce traffic congestion and decreases carbon emissions (study by Università Ca' Foscari <a href="https://www.telepass.com/it/gruppo/news-eventi/telepass-a4-holding-3350-tonnellate-in-meno-co2">https://www.telepass.com/it/gruppo/news-eventi/telepass-a4-holding-3350-tonnellate-in-meno-co2</a>).</li> </ul>
Supply chain and/or value chain	Yes	<p>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 in 2022, 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.</p>
Investment in R&D	Yes	<p>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".</p> <p>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.</p> <p>In 2022, Mundys continued the activities of the Mobius Lab, a smart mobility analysis and research laboratory set up with SDA Bocconi, which hosted the first roundtable on "Future Mobility", during which international business leaders from major mobility providers met to discuss and sketch out the mobility ecosystem of tomorrow. In addition, the strategic partnership with Kooling, a high-tech company that gathers and analyses mobility-related data, was formalised with the aim of providing innovative solutions to improve the environmental footprint of transport infrastructure and large local communities. Finally, the first day-long hackathon, "Envisioning future mobility", was organised for Bocconi MBA students, in collaboration with other companies. The event aimed to set a challenge linked to the introduction of a revolutionary innovation in the mobility sector.</p> <p>Mundys continued the partnership with the Venice Sustainability Innovation Accelerator (VeniSIA) for innovative projects promoted by Cà Foscari University, which launched a call for ideas on low-carbon mobility to select start-ups for the implementation of a co-innovation project. Mundys chose a start-up that operates at the intersection between the air purification and automotive markets.</p>
Operations	Yes	<p>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.</p>

**C3.4**

**(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.**

	Financial planning elements that have been influenced	Description of influence
Row 1	Direct costs Capital expenditures Capital allocation Acquisitions and investments Access to capital Assets Liabilities	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 CAP will underpin the decarbonization of the mobility sector and it is part of the broader long term sustainability strategy of Mundys. The execution of the CAP involves initiatives and projects such-as procurement of 100% of high-quality certified green energy, production of renewable energy (as the construction of 2 large PV power production farms inside the Rome airdrome), energy efficiency and reduction projects (implementation of LED lights systems, conditioning, energy renovation actions like insulation of facades, roofs and windows of buildings), replacement of the vehicle fleet by BEVs and HEVs; of which all require investments which are accounted for in the multi-year financial plans of subsidiaries. Moreover, Mundys choices of investments are driven by its Responsible investment policy ( <a href="https://www.mundys.com/documents/37344/395879/MUNDYS+_+Responsible+investment+_+policy+_+EN.pdf">https://www.mundys.com/documents/37344/395879/MUNDYS+_+Responsible+investment+_+policy+_+EN.pdf</a> ) in order to invest responsibly and sustainably its capital resources consistent with the commitment to contribute to the creation of a new standards of mobility, focused on people's needs and capable of creating a positive social, environmental and economic impact for the communities where it operates.  Mundys is also aware of the growing development of sustainable finance to which it does not want to foreclose access to finance or refinance its new or existing projects with a positive environmental impact. On 7 November 2022, Mundys published its Sustainability Linked Financing Framework, embedding sustainability in the Company's financing strategy. The Framework, setting out our commitments and specific, measurable targets clearly linked to sustainable financial instruments, applies to both new bond issues and the agreement or conversion of bank borrowings (including existing Revolving Credit Facilities and Term Loans) tied to sustainability KPIs, in particular climate-related KPI, and, above all, to achievement of the related improvement targets. The entire banking indebtedness of Mundys is now sustainability-Linked, in accordance with the "Sustainability-Linked Loan Principles" published by the Loan Market Association (LMA) and across the entire group green and sustainability-Linked bonds and credit lines cover about 5.2 billion euro.

**C3.5**

**(C3.5) 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	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	Yes, we identify alignment with both our climate transition plan and a sustainable finance taxonomy	At both the company and activity level

**C3.5a**

**(C3.5a) Quantify the percentage share of your spending/revenue that is aligned with your organization's climate transition.**

**Financial Metric**

Revenue/Turnover

**Type of alignment being reported for this financial metric**

Alignment with a sustainable finance taxonomy

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Objective under which alignment is being reported**

Climate change mitigation

**Amount of selected financial metric that is aligned in the reporting year (unit currency as selected in C0.4)**

470799000

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

6.31

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

6.31

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

6.31

**Describe the methodology used to identify spending/revenue that is aligned**

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 TSC. For the activities where the TSC were met, the DNSH criteria were then assessed. The 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' 2022 Integrated Annual Report, at pg. 179-195

**Financial Metric**

CAPEX

**Type of alignment being reported for this financial metric**

Alignment with a sustainable finance taxonomy

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Objective under which alignment is being reported**

Climate change mitigation

**Amount of selected financial metric that is aligned in the reporting year (unit currency as selected in C0.4)**

155192000

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

11.84

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

11.84

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

11.84

**Describe the methodology used to identify spending/revenue that is aligned**

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 TSC. For the activities where the TSC were met, the DNSH criteria were then assessed. The MSS criteria were assessed for the entire business, as they are not activity dependent.

The taxonomy-aligned CapEx is the proportion of taxonomy-eligible CapEx which qualifies as environmentally sustainable under the EU Taxonomy Regulation (numerator), to total CapEx (denominator).

Please refer to Mundys' 2022 Integrated Annual Report, at pg. 179-195

**Financial Metric**

OPEX

**Type of alignment being reported for this financial metric**

Alignment with a sustainable finance taxonomy

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Objective under which alignment is being reported**

Climate change mitigation

**Amount of selected financial metric that is aligned in the reporting year (unit currency as selected in C0.4)**

43742000

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

3.84

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

3.84

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

3.84

**Describe the methodology used to identify spending/revenue that is aligned**

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 TSC. For the activities where the TSC were met, the DNSH criteria were then assessed. The MSS criteria were assessed for the entire business, as they are not activity dependent.

The taxonomy-aligned OpEx are defined as the proportion of taxonomy-eligible OpEx qualified as environmentally sustainable under the EU Taxonomy Regulation (numerator) to total OpEx related to the above categories (denominator).

Please refer to Mundys' 2022 Integrated Annual Report, at pg. 179-195

**C3.5b****(C3.5b) 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.****Economic activity**

Acquisition and ownership of buildings

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

460466000

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

6.17

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

100

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

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

141523000

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

10.8

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

100

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

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

24068

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

2.1

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

100

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

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

Own performance

**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 non-aeronautical activities such as commercial rents, check-in 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' 2022 Integrated Annual Report, at pg. 179-195 (pg. 185 for the calculation methodology and supporting information).

As a response to CDP question C3.5b, 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' 2022 Integrated Annual Report, at pg. 179-195. where it is fully reported.

**Technical screening criteria met**

Yes

**Details of technical screening 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 400 kWh/m<sup>2</sup> (the threshold refers to the 11% 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' 2022 Integrated Annual Report, at pg. 179-195 (pg. 186-187 for TSC analysis explanation).

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The Do No Significant Harm (DNSH) criteria assessment also followed a quali-quantitative methodology, depending on each activity's features and listed criteria. For this Activity 7 "Construction and Real Estate Activities", only the climate adaptation DNSH criteria has been assessed as required by the regulation. Activity 7 "Construction and Real Estate Activities", Mundys and its operating companies have implemented a Climate Change Risk Assessment (CCRA) methodology at Group level, integrated into the Enterprise Risk Model (ERM), to identify and assess the climat-related risks that actually affect the economic activity and the assets vulnerability, in line with the Regulation in Appendix A - Adaptation to climate change (objective 2).

Physical risks are managed by an integrated topdown and bottom-up process which quantifies their probability and magnitude in terms of physical impairment and performance, their potential negative impact, also financial, on the assets, people, and nature around them. Assessments of adaptation solutions have also been conducted to prevent and manage these risks and in some cases, when necessary, an adaptation plan has been developed. The Group is progressively working on extending this process and adopting adaptation plans where the risk is material. Where a climate adaptation plan was not adopted, the criterion was not met, and the activity was

considered non-aligned.

For more information, please refer to Mundys' 2022 Integrated Annual Report, at pg. 179-195 (pg. 187-188 for DNSH analysis explanation).

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance 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' 2022 Integrated Annual Report, at pg. 179-195 (pg. 189 for MSS analysis explanation).

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**Economic activity**

Acquisition and ownership of buildings

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

177622000

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

2.38

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

17881000

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

1.4

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

74451000

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

6.5

**Type(s) of substantial contribution**

<Not Applicable>

**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 non-aeronautical activities such as commercial rents, check-in 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' 2022 Integrated Annual Report, at pg. 179-195 (pg. 185 for the calculation methodology and supporting information).

As a response to CDP question C3.5b, 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' 2022 Integrated Annual Report, at pg. 179-195. where it is fully reported.

#### Technical screening criteria met

No

#### Details of technical screening 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 not complying with the TSC set for Activity 7.7 have been determined as eligible- not aligned. As already specified above the alignment 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 400 kWh/m<sup>2</sup> (the threshold refers to the 11% of the best performing buildings in terms energy intensity at national level) respect to which the average consumption of the managed buildings was compared.

For more information, please refer to Mundys' 2022 Integrated Annual Report, at pg. 179-195 (pg. 186-187 for TSC analysis explanation).

#### Do no significant harm requirements met

Yes

#### Details of do no significant harm analysis

The Do No Significant Harm (DNSH) criteria assessment also followed a quali-quantitative methodology, depending on each activity's features and listed criteria. For this Activity 7 "Construction and Real Estate Activities", only the climate adaptation DNSH criteria has been assessed as required by the regulation. Activity 7 "Construction and Real Estate Activities", Mundys and its operating companies have implemented a Climate Change Risk Assessment (CCRA) methodology at Group level, integrated into the Enterprise Risk Model (ERM), to identify and assess the climat-related risks that actually affect the economic activity and the assets vulnerability, in line with the Regulation in Appendix A - Adaptation to climate change (objective 2).

Physical risks are managed by an integrated topdown and bottom-up process which quantifies their probability and magnitude in terms of physical impairment and performance, their potential negative impact, also financial, on the assets, people, and nature around them. Assessments of adaptation solutions have also been conducted to prevent and manage these risks and in some cases, when necessary, an adaptation plan has been developed. The Group is progressively working on extending this process and adopting adaptation plans where the risk is material. Where a climate adaptation plan was not adopted, the criterion was not met, and the activity was considered non-aligned.

For more information, please refer to Mundys' 2022 Integrated Annual Report, at pg. 179-195 (pg. 187-188 for DNSH analysis explanation).

#### Minimum safeguards compliance requirements met

Yes

#### Details of minimum safeguards compliance 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' 2022 Integrated Annual Report, at pg. 179-195 (pg. 189 for MSS analysis explanation).

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## C3.5c

### (C3.5c) Provide any additional contextual and/or verification/assurance information relevant to your organization's taxonomy alignment.

Mundys auditor KPMG S.p.A.'s procedures did not cover the information set out in section 7.4 "Taxonomy" of the NFS required by article 8 of Regulation (EU) 852 of 18 June 2020, available at Mundys' 2022 Integrated Annual Report, at pg. 179-195.

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## C4. Targets and performance

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### C4.1

#### (C4.1) Did you have an emissions target that was active in the reporting year?

Absolute target  
Intensity target

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### C4.1a

#### (C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.

##### Target reference number

Abs 4

**Is this a science-based target?**

Yes, and this target has been approved by the Science Based Targets initiative

**Target ambition**

1.5°C aligned

**Year target was set**

2020

**Target coverage**

Company-wide

**Scope(s)**

Scope 1

Scope 2

**Scope 2 accounting method**

Market-based

**Scope 3 category(ies)**

<Not Applicable>

**Base year**

2019

**Base year Scope 1 emissions covered by target (metric tons CO2e)**

138713

**Base year Scope 2 emissions covered by target (metric tons CO2e)**

106415

**Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year total Scope 3 emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Total base year emissions covered by target in all selected Scopes (metric tons CO2e)**

245128

**Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1**

100

**Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2**

**Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)**

<Not Applicable>

**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)**

<Not Applicable>

**Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)**

<Not Applicable>

**Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)**

<Not Applicable>

**Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes**

100

**Target year**

2030

**Targeted reduction from base year (%)**

50

**Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]**

122564

**Scope 1 emissions in reporting year covered by target (metric tons CO2e)**

136669

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

38566

**Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)**



<Not Applicable>

**Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

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

<Not Applicable>

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

175235

**Does this target cover any land-related emissions?**

Yes, it covers land-related CO2 emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

**% of target achieved relative to base year [auto-calculated]**

57.0257171763324

**Target status in reporting year**

Underway

**Please explain target coverage and identify any exclusions**

This target involves all Mundys' subsidiaries. Please refer to our Sustainability Linked Financing Framework for the baseline, at pg. 12 ([https://www.mundys.com/documents/37344/669685/SLFinancing\\_Framework\\_2022.pdf](https://www.mundys.com/documents/37344/669685/SLFinancing_Framework_2022.pdf)), and to our Climate Action Plan to learn more about the target set (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

The newly acquired company, Yunex Traffic (scope 1 and 2 MB 2022 emissions amount to 7,273 tCO2e), is temporarily excluded from the target and not integrated into the Group's 2019 baseline, because the company resulted from a 2021 spin-off and was acquired in 2022. For Yunex, a reduction target is under evaluation with appropriate baseline to 2022.

**Plan for achieving target, and progress made to the end of the reporting year**

By 2030 we aim to reduce by 50% our 2019 direct emissions, which accounted for approximately 245.000 tons of CO2e (about 57% are related to emissions from fossil fuel for stationary and mobile sources and 43% are related to electricity and thermal energy consumption to operate our assets). This absolute reduction target follows a trajectory consistent with the SBTi for the 1.5°C scenario and put us on a pathway to fulfil to be net-zero by 2040, 10 years earlier than the objectives of the Paris Agreement and in line with the recent communications by IPCC. This will involve the implementation of a range of initiatives, including: a) fleet migration to hybrid or e-vehicles and implementation of charging stations in several countries; b) procurement of high-quality certified green energy (with Guarantees of Origin certificates, also via PPAs/VPPAs in key markets); c) photovoltaic generation plants (mainly in Spain and Mexico); d) efficiency in conditioning and heating and interior lighting (Nice airport Terminal 1 HVAC installation, removing gas boilers and 80% of the natural gas consumption on site); e) improve buildings energy efficiency, by renovating intervention (e.g., facade and roof, Heating, Ventilation, Air Conditioning (HVAC) and lighting in several countries); f) replace of external lighting with LED light sources (in several countries for motorway operators); g) solar microgrid installation, comprising solar panels and a Tesla megapack battery, at the Buchanan toll station in Puerto Rico. Carbon credits/offsets will not contribute to the achievement of the Target.

As at 31.12.2022, our scope 1 and 2 emissions decreased by 29% compared to 2019 and by 5% compared to 2021. Please refer to our Climate Action Plan to learn more about our decarbonization roadmap. The upturn in motorway traffic and, above all, the sharp recovery in airport traffic compared to 2020-2021, led to an increase in fuel consumption for power plants and vehicles, despite continued investment in decarbonisation projects, which in some cases have been slowed down due to supply chain problems.

**List the emissions reduction initiatives which contributed most to achieving this target**

<Not Applicable>

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**Target reference number**

Abs 5

**Is this a science-based target?**

No, but we are reporting another target that is science-based

**Target ambition**

<Not Applicable>

**Year target was set**

2020

**Target coverage**

Company-wide

**Scope(s)**

Scope 1

Scope 2

**Scope 2 accounting method**

Market-based

**Scope 3 category(ies)**

<Not Applicable>

**Base year**

2019

**Base year Scope 1 emissions covered by target (metric tons CO2e)**

138713

**Base year Scope 2 emissions covered by target (metric tons CO2e)**

106415

**Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year total Scope 3 emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Total base year emissions covered by target in all selected Scopes (metric tons CO2e)**

245128

**Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1**

100

**Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2**

100

**Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)**

<Not Applicable>

**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)**

<Not Applicable>

**Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)**

<Not Applicable>

**Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)**

<Not Applicable>

**Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes**

100

**Target year**

2025

**Targeted reduction from base year (%)**

27

**Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]**

178943.44

**Scope 1 emissions in reporting year covered by target (metric tons CO2e)**

136669

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

38566

**Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

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

&lt;Not Applicable&gt;

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

175235

**Does this target cover any land-related emissions?**

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

**% of target achieved relative to base year [auto-calculated]**

105.603179956171

**Target status in reporting year**

Achieved

**Please explain target coverage and identify any exclusions**

This target involves all Mundys' subsidiaries. Please refer to our Sustainability Linked Financing Framework for the baseline, at pg. 12 ([https://www.mundys.com/documents/37344/669685/SLFinancing\\_Framework\\_2022.pdf](https://www.mundys.com/documents/37344/669685/SLFinancing_Framework_2022.pdf)), and to our Climate Action Plan to learn more about the target set (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

The newly acquired company, Yunex Traffic (scope 1 and 2 MB 2022 emissions amount to 7,273 tCO2e), is temporarily excluded from the target and not integrated into the Group's 2019 baseline, because the company resulted from a 2021 spin-off and was acquired in 2022. For Yunex, a reduction target is under evaluation with appropriate baseline to 2022.

**Plan for achieving target, and progress made to the end of the reporting year**

&lt;Not Applicable&gt;

**List the emissions reduction initiatives which contributed most to achieving this target**

By 2025 we aimed to reduce by 27% our 2019 direct emissions, which accounted for approximately 245.000 tons of CO2e (about 57% are related to emissions from fossil fuel for stationary and mobile sources and 43% are related to electricity and thermal energy consumption to operate our assets). This absolute reduction target follows a trajectory consistent with the SBTi for the 1.5°C scenario and put us on a pathway to fulfil to be net-zero by 2040, 10 years earlier than the objectives of the Paris Agreement and in line with the recent communications by IPCC.

As at 31.12.2022, we achieved this target mainly due to a significant increase in renewable electricity consumption, partly thanks to market conditions that enabled

acceleration of the procurement of certified green energy with guaranteed origin, totalling 67% of total electricity consumption in 2022, which corresponds to a 42% reduction in scope 2 CO2e emissions compared to 2021. 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.

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**Target reference number**

Abs 6

**Is this a science-based target?**

Yes, and this target has been approved by the Science Based Targets initiative

**Target ambition**

1.5°C aligned

**Year target was set**

2022

**Target coverage**

Company-wide

**Scope(s)**

Scope 3

**Scope 2 accounting method**

<Not Applicable>

**Scope 3 category(ies)**

Category 15: Investments

**Base year**

2019

**Base year Scope 1 emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 2 emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)**

11483

**Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year total Scope 3 emissions covered by target (metric tons CO2e)**

11483

<b>Total base year emissions covered by target in all selected Scopes (metric tons CO2e)</b>	11483
<b>Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1</b>	<Not Applicable>
<b>Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2</b>	<Not Applicable>
<b>Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)</b>	<Not Applicable>
<b>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)</b>	100
<b>Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)</b>	<Not Applicable>
<b>Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)</b>	<Not Applicable>
<b>Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)</b>	1
<b>Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes</b>	1
<b>Target year</b>	2030
<b>Targeted reduction from base year (%)</b>	50
<b>Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]</b>	5741.5

**Scope 1 emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

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

<Not Applicable>

**Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)**

24440

**Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

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

24440

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

24440

**Does this target cover any land-related emissions?**

Yes, it covers land-related CO2 emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

**% of target achieved relative to base year [auto-calculated]**

-225.6727336062

**Target status in reporting year**

New

**Please explain target coverage and identify any exclusions**

The target looks at direct emissions related to Mundys' investments and joint ventures. This category accounts for approximately 1% of the group's total scope 3 GHG emissions in 2019. Direct investments made by Mundys are selected.

**Plan for achieving target, and progress made to the end of the reporting year**

Mundys actively participates to the Board of Directors of investments that fall within the scope of the target. Mundys plans to reach the target through an engagement with the assets in order to share decarbonization plans, initiatives, as well as through possible synergies between companies in the investment portfolio.

**List the emissions reduction initiatives which contributed most to achieving this target**

<Not Applicable>

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**Target reference number**

Abs 1

**Is this a science-based target?**

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

**Target ambition**

1.5°C aligned

**Year target was set**

2021

**Target coverage**

Company-wide

**Scope(s)**

Scope 1

Scope 2

**Scope 2 accounting method**

Market-based

**Scope 3 category(ies)**

<Not Applicable>

**Base year**

2019

**Base year Scope 1 emissions covered by target (metric tons CO2e)**

138713

**Base year Scope 2 emissions covered by target (metric tons CO2e)**

106415

**Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year total Scope 3 emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Total base year emissions covered by target in all selected Scopes (metric tons CO2e)**

245128

**Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1**

100

**Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2**

100

**Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)**



<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)**

<Not Applicable>

**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)**

<Not Applicable>

**Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)**

<Not Applicable>

**Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)**

<Not Applicable>

**Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes**

100

**Target year**

2040

**Targeted reduction from base year (%)**

100

**Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]**

0

**Scope 1 emissions in reporting year covered by target (metric tons CO2e)**

136669

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

38566

**Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

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

<Not Applicable>

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

175235

**Does this target cover any land-related emissions?**

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

**% of target achieved relative to base year [auto-calculated]**

28.5128585881662

**Target status in reporting year**

Underway

**Please explain target coverage and identify any exclusions**

This target involves all Mundys' subsidiaries. Please refer to our Sustainability Linked Financing Framework for the baseline, at pg. 12 [https://www.mundys.com/documents/37344/669685/SLFinancing\\_Framework\\_2022.pdf](https://www.mundys.com/documents/37344/669685/SLFinancing_Framework_2022.pdf), and to our Climate Action Plan to learn more about the target set (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

The newly acquired company, Yunex Traffic (scope 1 and 2 MB 2022 emissions amount to 7,273 tCO2e), is temporarily excluded from the target and not integrated into the Group's 2019 baseline, because the company resulted from a 2021 spin-off and was acquired in 2022. For Yunex, a reduction target is under evaluation with appropriate baseline to 2022.

**Plan for achieving target, and progress made to the end of the reporting year**

To deliver on our Scope 1 and Scope 2 net-zero ambition, we have established a decarbonization plan with short-, medium- and long-term milestones, considering the pre-pandemic scenario and thus using 2019 as baseline year. To achieve the 2040 net-zero ambition, by 2030 we aim to reduce by 50% our 2019 direct emissions, which accounted for approximately 245.000 tons of CO2e. About 57% are related to emissions from fossil fuel for stationary and mobile sources and 43% are related to electricity and thermal energy consumption to operate our assets. This absolute reduction target follows a trajectory consistent with the Science Based Target initiative for the 1.5°C scenario and put us on a pathway to fulfil our commitment to be net-zero by 2040, 10 years earlier than the objectives of the Paris Agreement. Our decision to align our ambition to 1.5° C scenario also reflects the recent communications by IPCC, which stresses that 1.5° C scenario should be the only one to be considered for the future to keep global warming at level that will trigger a sustainable future for the generations to come. Please refer to our Climate Action Plan to learn more about (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

This target will involve the implementation of a range of initiatives, including: a) fleet migration to hybrid or e-vehicles and implementation of charging stations in several countries; b) procurement of high-quality certified green energy (with Guarantees of Origin certificates, also via PPAs/VPPAs in key markets); c) photovoltaic generation plants (mainly in Spain and Mexico); d) efficiency in conditioning and heating and interior lighting (Nice airport Terminal 1 HVAC installation, removing gas boilers and 80% of the natural gas consumption on site); e) improve buildings energy efficiency, by renovating intervention (e.g., facade and roof, Heating, Ventilation, Air Conditioning (HVAC) and lighting in several countries); f) replace of external lighting with LED light sources (in several countries for motorway operators); g) solar microgrid installation, comprising solar panels and a Tesla megapack battery, at the Buchanan toll station in Puerto Rico. Carbon credits/offsets will not contribute to the achievement of the Target.

**List the emissions reduction initiatives which contributed most to achieving this target**

<Not Applicable>

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## C4.1b

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### (C4.1b) Provide details of your emissions intensity target(s) and progress made against those target(s).

**Target reference number**

Int 1

**Is this a science-based target?**

Yes, and this target has been approved by the Science Based Targets initiative

**Target ambition**

2°C aligned

**Year target was set**

2021

**Target coverage**

Company-wide

**Scope(s)**

Scope 3

**Scope 2 accounting method**

<Not Applicable>

**Scope 3 category(ies)**

Category 1: Purchased goods and services

**Intensity metric**

Other, please specify (Tons of CO2e per mln of Km travelled on highways)

**Base year**

2019

**Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)**

<Not Applicable>

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

7.9

**Intensity figure in base year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)**

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

7.9

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

7.9

**% of total base year emissions in Scope 1 covered by this Scope 1 intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 2 covered by this Scope 2 intensity figure**

<Not Applicable>

**% 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**

85

**% of total base year emissions in Scope 3, Category 2: Capital goods covered by this Scope 3, Category 2: Capital goods intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution covered by this Scope 3, Category 4: Upstream transportation and distribution intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 5: Waste generated in operations covered by this Scope 3, Category 5: Waste generated in operations intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 6: Business travel covered by this Scope 3, Category 6: Business travel intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 7: Employee commuting covered by this Scope 3, Category 7: Employee commuting intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 8: Upstream leased assets covered by this Scope 3, Category 8: Upstream leased assets intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution covered by this Scope 3, Category 9: Downstream transportation and distribution intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 10: Processing of sold products covered by this Scope 3, Category 10: Processing of sold products intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products covered by this Scope 3, Category 12: End-of-life treatment of sold products intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 13: Downstream leased assets covered by this Scope 3, Category 13: Downstream leased assets intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 14: Franchises covered by this Scope 3, Category 14: Franchises intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 15: Investments covered by this Scope 3, Category 15: Investments intensity figure**

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

**% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure**

40

**% of total base year emissions in all selected Scopes covered by this intensity figure**

40

**Target year**

2030

**Targeted reduction from base year (%)**

22

**Intensity figure in target year for all selected Scopes (metric tons CO2e per unit of activity) [auto-calculated]**

6.162

**% change anticipated in absolute Scope 1+2 emissions**

0

**% change anticipated in absolute Scope 3 emissions**

-14

**Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)**

<Not Applicable>

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

9.2

**Intensity figure in reporting year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)**

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

9.2

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

9.2

**Does this target cover any land-related emissions?**

Yes, it covers land-related CO2 emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

**% of target achieved relative to base year [auto-calculated]**

-74.7986191024165

**Target status in reporting year**

Underway

**Please explain target coverage and identify any exclusions**

Purchased goods and services represents the hotspot for scope 3 mandatory emissions for highways. 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 were 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 were 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 Int1 target excludes the second ones that represents the 15% of purchased goods and services category. The target covers more than 40% of total manageable scope 3 (about 1.4M tons of CO2e).

Regarding the total scope 3 emissions, the downstream emissions related to the use of transport infrastructures i.e. emissions from motorway traffic, were excluded as they depend on transport mode and not on a direct use of the infrastructure. Mundys has no influence (or limited) over that. Please refer to our Climate Action Plan to learn more about (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

#### 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 2021 these emissions decreased about 1% with respect to 2019. Please refer to our Climate Action Plan to learn more about (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

In 2022, these scope 3 indirect emissions were up 33% on 2021 in absolute terms (from 536,085 to 715,267 tonnes of CO<sub>2</sub>e), mainly due to the effect of construction and extraordinary maintenance works in Brazil, Chile and Mexico, which entailed a greater amount of materials, goods and energy consumed by the companies engaged in the works.

#### List the emissions reduction initiatives which contributed most to achieving this target

<Not Applicable>

## C4.2

### (C4.2) Did you have any other climate-related targets that were active in the reporting year?

Target(s) to increase low-carbon energy consumption or production

Net-zero target(s)

Other climate-related target(s)

## C4.2a

### (C4.2a) Provide details of your target(s) to increase low-carbon energy consumption or production.

#### Target reference number

Low 1

#### Year target was set

2020

#### Target coverage

Company-wide

#### Target type: energy carrier

Electricity

#### Target type: activity

Consumption

#### Target type: energy source

Renewable energy source(s) only

#### Base year

2019

#### Consumption or production of selected energy carrier in base year (MWh)

335609

#### % share of low-carbon or renewable energy in base year

15

#### Target year

2040

#### % share of low-carbon or renewable energy in target year

100

#### % share of low-carbon or renewable energy in reporting year

67

#### % of target achieved relative to base year [auto-calculated]

61.1764705882353

#### Target status in reporting year

Underway

#### Is this target part of an emissions target?

Yes, it is. Indeed a fundamental milestone to achieve the reduction of direct emissions is represented by renewable energy consumption. Renewable energy is a vital factor in cutting direct emissions. At Mundys we are aware that some activities currently powered by fossil fuels will have to migrate to electricity, which will increase the demand for electricity. Consequently, the Group has planned initiatives aimed at increasing the energy efficiency of our processes and assets in order to reduce energy demand, including the installation of renewable energy self-generation plants. At the same time, a transition to supply contracts for electricity from renewable sources has been initiated, with a gradual increase in the share of certified renewable energy with a medium-term target of 100%.

#### Is this target part of an overarching initiative?

No, it's not part of an overarching initiative

#### Please 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.

The newly acquired company, Yunex Traffic (scope 1 and 2 MB 2022 emissions amount to 7,273 tCO<sub>2</sub>e), is temporarily excluded from the target and not integrated into the Group's 2019 baseline, because the company resulted from a 2021 spin-off and was acquired in 2022. For Yunex, a reduction target is under evaluation with appropriate baseline to 2022.

#### Plan for achieving target, and progress made to the end of the reporting year

We aim to increase electricity consumption from renewable sources to 77% within this decade. We are aware that some activities currently powered by fossil fuels will have to be replaced by electricity, therefore, while the consumption of fossil fuels will be reduced, there will be an increase in electricity demand. That is the reason why Mundys will act both by increasing the energy efficiency of its processes to reduce energy demand and by building its own generation plants from renewable sources and obtaining certified renewable energy on the market. Our goal is 100% of electricity consumption from renewable sources by 2040 and it involves interim target at 2025 (+ 50% of renewable electricity), 2030 (+77% of renewable electricity) and 2040 (100% of renewable energy). 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 2022, the consumption of renewable electricity rose significantly, partly thanks to market conditions that enabled acceleration of the procurement of certified green energy with guaranteed origin, totalling 66% of total electricity consumption in the year. Such share corresponded to a 42% reduction in scope 2 CO<sub>2</sub>e emissions compared to 2021. 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/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

#### List the actions which contributed most to achieving this target

<Not Applicable>

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#### Target reference number

Low 2

#### Year target was set

2020

#### Target coverage

Company-wide

#### Target type: energy carrier

Electricity

#### Target type: activity

Consumption

#### Target type: energy source

Renewable energy source(s) only

#### Base year

2019

#### Consumption or production of selected energy carrier in base year (MWh)

335609

#### % share of low-carbon or renewable energy in base year

15

#### Target year

2030

#### % share of low-carbon or renewable energy in target year

77

#### % share of low-carbon or renewable energy in reporting year

67

#### % of target achieved relative to base year [auto-calculated]

83.8709677419355

#### Target status in reporting year

Underway

#### Is this target part of an emissions target?

Yes, it is. Indeed a fundamental milestone to achieve the reduction of direct emissions is represented by renewable energy consumption. Renewable energy is a vital factor in cutting direct emissions. At Mundys we are aware that some activities currently powered by fossil fuels will have to migrate to electricity, which will increase the demand for electricity. Consequently, the Group has planned initiatives aimed at increasing the energy efficiency of our processes and assets in order to reduce energy demand, including the installation of renewable energy self-generation plants. At the same time, a transition to supply contracts for electricity from renewable sources has been initiated, with a gradual increase in the share of certified renewable energy with a medium-term target of 100%.

#### Is this target part of an overarching initiative?

No, it's not part of an overarching initiative

#### Please 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.

The newly acquired company, Yunex Traffic (scope 1 and 2 MB 2022 emissions amount to 7,273 tCO<sub>2</sub>e), is temporarily excluded from the target and not integrated into the Group's 2019 baseline, because the company resulted from a 2021 spin-off and was acquired in 2022. For Yunex, a reduction target is under evaluation with appropriate baseline to 2022.

#### Plan for achieving target, and progress made to the end of the reporting year

We aim to increase electricity consumption from renewable sources to 77% within this decade. We are aware that some activities currently powered by fossil fuels will have to be replaced by electricity, therefore, while the consumption of fossil fuels will be reduced, there will be an increase in electricity demand. That is the reason why Mundys will act both by increasing the energy efficiency of its processes to reduce energy demand and by building its own generation plants from renewable sources and obtaining certified renewable energy on the market. Our goal is 100% of electricity consumption from renewable sources by 2040 and it involves interim target at 2025 (+ 50% of renewable electricity), 2030 (+77% of renewable electricity) and 2040 (100% of renewable energy). 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 2022, the consumption of renewable electricity rose significantly, partly thanks to market conditions that enabled acceleration of the procurement of certified green energy with guaranteed origin, totalling 66% of total electricity consumption in the year. Such share corresponded to a 42% reduction in scope 2 CO<sub>2</sub>e emissions compared to 2021. 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/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

**List the actions which contributed most to achieving this target**

<Not Applicable>

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**Target reference number**

Low 3

**Year target was set**

2020

**Target coverage**

Company-wide

**Target type: energy carrier**

Electricity

**Target type: activity**

Consumption

**Target type: energy source**

Renewable energy source(s) only

**Base year**

2019

**Consumption or production of selected energy carrier in base year (MWh)**

335609

**% share of low-carbon or renewable energy in base year**

15

**Target year**

2025

**% share of low-carbon or renewable energy in target year**

50

**% share of low-carbon or renewable energy in reporting year**

67

**% of target achieved relative to base year [auto-calculated]**

148.571428571429

**Target status in reporting year**

Underway

**Is this target part of an emissions target?**

Yes, it is. Indeed a fundamental milestone to achieve the reduction of direct emissions is represented by renewable energy consumption. Renewable energy is a vital factor in cutting direct emissions. At Mundys we are aware that some activities currently powered by fossil fuels will have to migrate to electricity, which will increase the demand for electricity. Consequently, the Group has planned initiatives aimed at increasing the energy efficiency of our processes and assets in order to reduce energy demand, including the installation of renewable energy self-generation plants. At the same time, a transition to supply contracts for electricity from renewable sources has been initiated, with a gradual increase in the share of certified renewable energy with a medium-term target of 100%.

**Is this target part of an overarching initiative?**

No, it's not part of an overarching initiative

**Please 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.

The newly acquired company, Yunex Traffic (scope 1 and 2 MB 2022 emissions amount to 7,273 tCO<sub>2</sub>e), is temporarily excluded from the target and not integrated into the Group's 2019 baseline, because the company resulted from a 2021 spin-off and was acquired in 2022. For Yunex, a reduction target is under evaluation with appropriate baseline to 2022.

**Plan for achieving target, and progress made to the end of the reporting year**

We aim to increase electricity consumption from renewable sources to 77% within this decade. We are aware that some activities currently powered by fossil fuels will have to be replaced by electricity, therefore, while the consumption of fossil fuels will be reduced, there will be an increase in electricity demand. That is the reason why Mundys will act both by increasing the energy efficiency of its processes to reduce energy demand and by building its own generation plants from renewable sources and obtaining certified renewable energy on the market. Our goal is 100% of electricity consumption from renewable sources by 2040 and it involves interim target at 2025 (+ 50% of renewable electricity), 2030 (+77% of renewable electricity) and 2040 (100% of renewable energy). 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 2022, the consumption of renewable electricity rose significantly, partly thanks to market conditions that enabled acceleration of the procurement of certified green energy with guaranteed origin, totalling 66% of total electricity consumption in the year. Such share corresponded to a 42% reduction in scope 2 CO<sub>2</sub>e emissions compared to 2021. 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/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).



**List the actions which contributed most to achieving this target**

<Not Applicable>

C4.2b

**(C4.2b) Provide details of any other climate-related targets, including methane reduction targets.**

**Target reference number**

Oth 1

**Year target was set**

2022

**Target coverage**

Company-wide

**Target type: absolute or intensity**

Absolute

**Target type: category & Metric (target numerator if reporting an intensity target)**

Engagement with customers	Percentage of customers (by emissions) with a science-based target
---------------------------	--

**Target denominator (intensity targets only)**

<Not Applicable>

**Base year**

2019

**Figure or percentage in base year**

0

**Target year**

2027

**Figure or percentage in target year**

60

**Figure or percentage in reporting year**

25

**% of target achieved relative to base year [auto-calculated]**

41.66666666666667

**Target status in reporting year**

New

**Is this target part of an emissions target?**

No

**Is this target part of an overarching initiative?**

Science Based Targets initiative – approved customer engagement target

**Please explain target coverage and identify any exclusions**

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 43% of Mundys' total 2019 scope 3 emissions.

**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 via its airport management companies will engage with airlines to promote the adoption of the SBTi's protocol in setting emissions targets and submits them for validation.

Airlines within the scope of engagement shall:

1. Set science-based emissions reduction targets that meet the latest SBTi criteria in force at the time of submitting targets;
2. Submit the targets to SBTi for validation;
3. Make annual disclosures as requested by SBTi.

The engagement strategy implementation will also depend on the airlines' specific carbon roadmap, the traffic volume forecasts, the fleet renewal programmes, the projections for the use of sustainable fuels, etc.

**List the actions which contributed most to achieving this target**

<Not Applicable>

**Target reference number**

Oth 2

**Year target was set**

2021

**Target coverage**

Business division

**Target type: absolute or intensity**

Intensity

**Target type: category & Metric (target numerator if reporting an intensity target)**

Other, please specify	Other, please specify (Kg of CO2 per passenger)
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**Target denominator (intensity targets only)**

Other, please specify (Passenger)

**Base year**

2019

**Figure or percentage in base year**

9.1

**Target year**

2030

**Figure or percentage in target year**

7.1

**Figure or percentage in reporting year**

11.6

**% of target achieved relative to base year [auto-calculated]**

-125

**Target status in reporting year**

Underway

**Is this target part of an emissions target?**

No, but this target is linked to sustainable finance instruments of Mundys Group. For more information, please refer to Mundys' Sustainability-linked Financing Framework (pg. 13-14 - [https://www.mundys.com/documents/37344/669685/SLFinancing\\_Framework\\_2022.pdf](https://www.mundys.com/documents/37344/669685/SLFinancing_Framework_2022.pdf)) and Aeroporti di Roma's Sustainability-linked Financing Framework (pg. 14-15 - <https://www.adr.it/documents/17615/20916850/2022+04+07+Sustainability-Linked+Financing+Framework+2022.pdf/b8cfc81e-672b-0148-5c81-7ffbc794745d?t=1649331043765>).

**Is this target part of an overarching initiative?**

No, it's not part of an overarching initiative

**Please explain target coverage and identify any exclusions**

The category provides for emissions related to the accessibility of passengers and goods at the airports. The target covers about 582,097 tons of CO2e in 2019. Please refer to our Climate Action Plan to learn more about (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

**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 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. Please refer to our Climate Action Plan to learn more about (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

In 2022, these scope 3 indirect emissions were up 135% on 2021 in absolute terms (from 221,101 to 520,392 tonnes of CO2e) mainly due to an increase in passenger and cargo traffic compared to the previous year. In addition, considering that Covid-19 pandemic has inevitably changed the habits of passengers, there was a significant increase in the use of their personal car with an accompanying driver in 2022, to the detriment of public transport services, such as taxi services, buses, car sharing and private transportation services. This trend was due to both the general and widespread preference among passengers to limit the use of public transport, but also to the cancellation of numerous trips by transport companies.

**List the actions which contributed most to achieving this target**

<Not Applicable>

C4.2c

**(C4.2c) Provide details of your net-zero target(s).**

**Target reference number**

NZ1

**Target coverage**

Company-wide

**Absolute/intensity emission target(s) linked to this net-zero target**

Abs1

Abs4

Abs6

Int1

**Target year for achieving net zero**

2050

**Is this a science-based target?**

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

**Please explain target coverage and identify any exclusions**

To deliver on our Scope 1 and Scope 2 net-zero target by 2040, we have established a decarbonization plan with short-, medium- and long-term milestones, considering the pre-pandemic scenario and thus using 2019 as baseline year. To achieve the 2040 net-zero ambition, by 2030 we aim to reduce by 50% our 2019 direct emissions, which accounted for approximately 245,000 tons of CO<sub>2</sub>e. About 57% are related to emissions from fossil fuel for stationary and mobile sources and 43% are related to electricity and thermal energy consumption to operate our assets. This absolute reduction target follows a trajectory consistent with the Science Based Target initiative for the 1.5°C scenario and put us on a pathway to fulfil our commitment to be net-zero by 2040, 10 years earlier than the objectives of the Paris Agreement. Our decision to align our ambition to 1.5° C scenario also reflects the recent communications by IPCC, which stresses that 1.5° C scenario should be the only one to be considered for the future to keep global warming at level that will trigger a sustainable future for the generations to come.

Our ambition is to be net-zero by 2050 for scope 3 emissions as well and we are committed to develop a full science-based net zero action plan across the portfolio of our activities, by building and further expanding on our current scope 3 2030 reduction targets.

Please refer to our Climate Action Plan to learn more about (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

**Do you intend to neutralize any unabated emissions with permanent carbon removals at the target year?**

No

**Planned milestones and/or near-term investments for neutralization at target year**

<Not Applicable>

**Planned actions to mitigate emissions beyond your value chain (optional)**

**C4.3**

**(C4.3) 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.**

Yes

**C4.3a**

**(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO<sub>2</sub>e savings.**

	Number of initiatives	Total estimated annual CO <sub>2</sub> e savings in metric tonnes CO <sub>2</sub> e (only for rows marked *)
Under investigation	5	22700
To be implemented*	37	41500
Implementation commenced*	130	104000
Implemented*	5	31732
Not to be implemented	0	0

**C4.3b**

**(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.**

**Initiative category & Initiative type**

Low-carbon energy consumption	Low-carbon electricity mix
-------------------------------	----------------------------

**Estimated annual CO<sub>2</sub>e savings (metric tonnes CO<sub>2</sub>e)**

28312

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

Scope 2 (location-based)

Scope 2 (market-based)

**Voluntary/Mandatory**

Voluntary

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

0

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

0

**Payback period**

No payback

**Estimated lifetime of the initiative**

Ongoing

**Comment**

The consumption of renewable energy rose significantly, partly thanks to market conditions that enabled acceleration of the procurement of certified green energy with guaranteed origin, totaling 67% of total electricity consumption in 2022, which corresponds to a 42% reduction in scope 2 CO2 emissions compared to 2021.

**Initiative category & Initiative type**

Energy efficiency in buildings	Lighting
--------------------------------	----------

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

2020

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

Scope 2 (location-based)

Scope 2 (market-based)

**Voluntary/Mandatory**

Voluntary

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

580000

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

70000

**Payback period**

&lt;1 year

**Estimated lifetime of the initiative**

11-15 years

**Comment**

During the year, traditional light bulbs have been substituted by new LED energy efficient light bulbs, mainly in Spain and Mexico.

**Initiative category & Initiative type**

Transportation	Company fleet vehicle replacement
----------------	-----------------------------------

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

142

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

Scope 1

**Voluntary/Mandatory**

Voluntary

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

2050000

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

1400000

**Payback period**

1-3 years

**Estimated lifetime of the initiative**

6-10 years

**Comment**

Some conventional vehicles have been replaced by electric models in Chile, Brazil and India.

**Initiative category & Initiative type**

Energy efficiency in buildings	Heating, Ventilation and Air Conditioning (HVAC)
--------------------------------	--

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

1185

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

Scope 1

**Voluntary/Mandatory**

Voluntary

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

58000

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

293000

**Payback period**

4-10 years

**Estimated lifetime of the initiative**

11-15 years

**Comment**

**Initiative category & Initiative type**

Low-carbon energy consumption	Solar PV
-------------------------------	----------

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

73

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

Scope 2 (location-based)

**Voluntary/Mandatory**

Voluntary

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

44800

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

241000

**Payback period**

4-10 years

**Estimated lifetime of the initiative**

11-15 years

**Comment**

**C4.3c**

**(C4.3c) What methods do you use to drive investment in emissions reduction activities?**

Method	Comment
Compliance with regulatory requirements/standards	From 2022 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.
Dedicated budget for energy efficiency	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.
Dedicated budget for other emissions reduction activities	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.
Employee engagement	Mundys has specific objectives by 2023 regarding the growth of a widespread culture of sustainability aimed at strengthening sustainable development awareness and culture at all levels, via staff training and active participation. During 2021, 40,300 training hours on sustainability were delivered to approximately 6,000 employees and 55% of Mundys's management and the senior management of our main subsidiaries took part in the first four days of training on key ESG issues, including climate change, for sustainable business development, which was delivered in partnership with SDA Bocconi via the tailor-made Sustainability Learning Hub programme that has continued throughout 2022.
Internal price on carbon	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 500 recharging stations by 2025 and the use of advanced biofuels (HVO) in the fleet of medium/heavy vehicles currently fuelled by diesel.
Partnering with governments on technology development	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 Urban Blue 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.
Internal incentives/recognition programs	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).

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products?

Yes

C4.5a

(C4.5a) Provide details of your products and/or services that you classify as low-carbon products.

Level of aggregation

Product or service

Taxonomy used to classify product(s) or service(s) as low-carbon

The EU Taxonomy for environmentally sustainable economic activities

Type of product(s) or service(s)

Other	Other, please specify (Mobility service systems)
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Description of product(s) or service(s)

Traffic congestion in cities make low air quality for citizen and produce increasing trip times. Many cities are committed to optimising local mobility so that citizens can move freely and maintain the quality of life in the city. Indeed, the city of London focus on three strategies: healthy streets, healthy people, good public transport experience, and new homes and jobs. To deliver these strategies, 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-contributes-to-enabling-the-mobility-of-tomorrow> & <https://www.infrajournal.com/en/w/its-yunex-atlantia-schlitt-1>

Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Yes

Methodology used to calculate avoided emissions

Other, please specify (An ad hoc methodology in operation research carried out by the Mayor of London's office)

Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Use stage

Functional unit used

Yunex Traffic's ITS technology for Ultra-Low Emissions Zone (ULEZ).

Reference product/service or baseline scenario used

Traditional city network without the presence of Ultra-Low Emissions Zone (ULEZ).

Life cycle stage(s) covered for the reference product/service or baseline scenario

Use stage

Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

12300

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.infrajournal.com/en/w/its-yunex-atlantia-schlitt-1>

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

5

Level of aggregation

Product or service

Taxonomy used to classify product(s) or service(s) as low-carbon

The EU Taxonomy for environmentally sustainable economic activities

Type of product(s) or service(s)

Other	Other, please specify (Mobility service systems)
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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. 45,000 Tons of CO2 /year avoided thanks to the use of Telepass tollbooths applied to the entire italian motorway network that was managed by Mundys Group. 4% represents the percentage of Telepass revenues on total Group revenues in 2021. More information here: [https://assets.cfassets.net/bzh6lv90kl8/4l1weB1y0g48ZkTcoqbnk/2d98aeafb0b8434dcc858b27f0246220/Comunicato\\_stampato\\_TELEPASS\\_A4Holding.pdf](https://assets.cfassets.net/bzh6lv90kl8/4l1weB1y0g48ZkTcoqbnk/2d98aeafb0b8434dcc858b27f0246220/Comunicato_stampato_TELEPASS_A4Holding.pdf)

Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Yes

**Methodology used to calculate avoided emissions**

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)

**Life cycle stage(s) covered for the low-carbon product(s) or services(s)**

Use stage

**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.

**Reference product/service or baseline scenario used**

Traditional motorway network without the presence of electronic toll collection systems

**Life cycle stage(s) covered for the reference product/service or baseline scenario**

Use stage

**Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario**

45000

**Explain your calculation of avoided emissions, including any assumptions**

In collaboration with Ca' Foscari University of Venice, we 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 and Europe, the A4 Brescia-Padova: 235 km of motorway with an average of 65.000 vehicles daily and more than 50 million vehicles on average per year. The CO2 savings is about 3,350 tons of CO2 in the case of the A4 Brescia-Padova, while it is about 45,000 looking at the entire Italian motorways network that was managed by Mundys and that is equipped with Telepass stations. The research involved the application of a special mathematical-scientific model.

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

4

## C5. Emissions methodology

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### C5.1

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**(C5.1) Is this your first year of reporting emissions data to CDP?**

No

### C5.1a

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**(C5.1a) 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?****Row 1****Has there been a structural change?**

Yes, an acquisition

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

On 30th June 2022, Mundys finalized the acquisition of Yunex Traffic (<https://www.mundys.com/mobility/intelligent-transport-systems>), the leading global solutions provider in the innovative field of Intelligent Transport Systems (ITS) and Smart Mobility.

**Details of structural change(s), including completion dates**

Yunex Traffic is the leading global provider of Intelligent Transport Systems (ITS) and Smart Mobility solutions, specialising 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. With over 3,000 employees, the company already operates in more than 600 cities, 40 countries and 4 continents (Europe, the Americas, Asia and Oceania). It has assembly plants and research and development centres located in Europe (with key presences in Germany and the UK) and the USA. The major cities that use Yunex Traffic systems include London, Dubai, Berlin, Bogotá and Miami, representing a track record of cutting-edge projects for improving traffic flow, improving air quality and boosting road safety, decongesting main roads and providing innovative services to improve the travel experience for end users. Joining the Mundys Group enable Yunex Traffic to further expand its business, starting from countries such as Italy, France, Spain and South America, where Mundys has a major presence. Thanks to its highly specialist expertise, Yunex Traffic will also be able to contribute to Group companies' digitalisation processes, facilitating the technological upgrade of the infrastructure they operate and increasing the diversification and quality of the services provided. This will position the Group to respond to changing mobility needs with data-driven solutions offering more sustainable and safer mobility, thus laying the foundations for the arrival, in the near future, of self-driving vehicles in urban and out-of-town areas.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### C5.1b

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**(C5.1b) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?**

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	Yes, a change in boundary	The change in boundary is the result of a better alignment with the process followed for SBTi validation target, which resulted in the update of some scope 3 category emissions: Use of Sold Product, Downstream transportation & distribution and Other (downstream), Fuel-and-energy-related activities (not included in Scope 1 or 2).

**C5.1c**

**(C5.1c) Have your organization's base year emissions and past years' emissions been recalculated as a result of any changes or errors reported in C5.1a and/or C5.1b?**

	Base year recalculation	Scope(s) recalculated	Base year emissions recalculation policy, including significance threshold	Past years' recalculation
Row 1	Yes	Scope 3	<p>In alignment with the process followed for SBTi validation target, some scope 3 categories have recently been updated, including:</p> <ol style="list-style-type: none"> <li>1) Emissions from "Use of Sold Product," with the inclusion of emissions from Landing and Take-off for airport assets</li> <li>2) Emissions from "Airport surface access" (a category under the Airport Carbon Accreditation protocol), until last year included in "Downstream transportation &amp; distribution," have been moved to "Other (downstream)"</li> <li>3) Emissions from "Fuel-and-energy-related activities (not included in Scope 1 or 2)," with the integration of emissions generated by Abertis Group, which started to be integrated since 2022.</li> </ol> <p>While, the acquisition of Yunex Traffic in 2022 did not imply a recalculation considering that the company did not exist in the base year. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<a href="https://www.yunextrafic.com/about-us/">https://www.yunextrafic.com/about-us/</a>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.</p>	Yes

**C5.2**

**(C5.2) Provide your base year and base year emissions.**

**Scope 1**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

138713

**Comment**

With regard to the Group's carbon footprint, Mundys calculates its direct emissions (Scope 1), indirect emissions from energy consumption (Scope 2 both location-based and market-based) and other indirect emissions arising from Group activities not under its direct control (Scope 3). The 2019 represents the base year for the Group's comparison of emissions decrease trend. Please refer to the Sustainability Linked Financing Framework, at pg. 12 ([https://www.mundys.com/documents/37344/669685/SLFinancing\\_Framework\\_2022.pdf](https://www.mundys.com/documents/37344/669685/SLFinancing_Framework_2022.pdf)).

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextrafic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

**Scope 2 (location-based)**

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

79855

**Comment**

With regard to the Group's carbon footprint, Mundys calculates its direct emissions (Scope 1), indirect emissions from energy consumption (Scope 2 both location-based and market-based) and other indirect emissions arising from Group activities not under its direct control (Scope 3). The 2019 represents the base year for the Group's comparison of emissions decrease trend. Please refer to the Climate Action Plan page 35 (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>) and to the Sustainability Linked Financing Framework, at pg. 12 ([https://www.mundys.com/documents/37344/669685/SLFinancing\\_Framework\\_2022.pdf](https://www.mundys.com/documents/37344/669685/SLFinancing_Framework_2022.pdf)).

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextrafic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.



## Scope 2 (market-based)

### Base year start

January 1 2019

### Base year end

December 31 2019

### Base year emissions (metric tons CO2e)

106415

### Comment

With regard to the Group's carbon footprint, Mundys calculates its direct emissions (Scope 1), indirect emissions from energy consumption (Scope 2 both location-based and market-based) and other indirect emissions arising from Group activities not under its direct control (Scope 3). The 2019 represents the base year for the Group's comparison of emissions decrease trend. Please refer to the Climate Action Plan page 35 (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>) and to the Sustainability Linked Financing Framework, at pg. 12 ([https://www.mundys.com/documents/37344/669685/SLFinancing\\_Framework\\_2022.pdf](https://www.mundys.com/documents/37344/669685/SLFinancing_Framework_2022.pdf)).

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

## Scope 3 category 1: Purchased goods and services

### Base year start

January 1 2019

### Base year end

December 31 2019

### Base year emissions (metric tons CO2e)

686993

### Comment

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 our Climate Action Plan pages 31-32 to learn more about (<https://www.mundys.com/documents/37344/195725/Climate+Action+Plan+EN.pdf/4ea8cb8a-45e0-5f38-754d-6098068f685a?t=1648145703598>).

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

## Scope 3 category 2: Capital goods

### Base year start

January 1 2019

### Base year end

December 31 2019

### Base year emissions (metric tons CO2e)

0

### Comment

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 2022, 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. In 2019 baseline this information was included into the category 1 (for this reason we reported a value of 0) since 2022 it has been estimated and reported separately.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

27334

**Comment**

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.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 4: Upstream transportation and distribution

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

254

**Comment**

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.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 5: Waste generated in operations

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

34049

**Comment**

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.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 6: Business travel

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

13749

**Comment**

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.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 7: Employee commuting

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

12619

**Comment**

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.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 8: Upstream leased assets

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

0

**Comment**

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.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 9: Downstream transportation and distribution

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

0

**Comment**

This category is not applicable to Mundys' scope 3 boundaries, indeed, the Group businesses do not have significant product transportation and distribution chains.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 10: Processing of sold products

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

0

**Comment**

This category is not applicable to Mundys' scope 3 boundaries, indeed, no product is processed and sold by Mundys and its subsidiaries.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 11: Use of sold products

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

619688

**Comment**

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.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

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

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

0

**Comment**

This category is not applicable to Mundys' scope 3 boundaries, indeed, no product is processed and sold by Mundys and its subsidiaries.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 13: Downstream leased assets

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

34512

**Comment**

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 newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 14: Franchises

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

0

**Comment**

This category is not applicable to Mundys' scope 3 boundaries, indeed, Mundys and its subsidiaries do not own any franchisee.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3 category 15: Investments

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

11483

**Comment**

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.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company did not exist in 2019. The company was created as independent company in 2021 from a Siemens' spin-off and was acquired in 2022 (<https://www.yunextraffic.com/about-us/>). For Yunex, a reduction target is being studied with appropriate baseline to 2022.

### Scope 3: Other (upstream)

**Base year start****Base year end****Base year emissions (metric tons CO2e)****Comment**

### Scope 3: Other (downstream)

**Base year start**

January 1 2019

**Base year end**

December 31 2019

**Base year emissions (metric tons CO2e)**

582097

**Comment**

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.

The newly acquired company, Yunex Traffic, was not integrated into the Group's 2019 baseline because the company resulted from a 2021 spin-off and was acquired in 2022. For Yunex, a reduction target is being studied with appropriate baseline to 2022.

## C5.3

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**(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.**

Bilan Carbone

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

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

IEA CO2 Emissions from Fuel Combustion

IPCC Guidelines for National Greenhouse Gas Inventories, 2006

ISO 14064-1

The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

The Greenhouse Gas Protocol: Scope 2 Guidance

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

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## C6. Emissions data

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### C6.1

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**(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?**

**Reporting year**

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

142610

**Start date**

<Not Applicable>

**End date**

<Not Applicable>

**Comment**

As of 31.12.2022, total scope 1 emissions amounted to 142,610 tons of CO2e divided into stationary sources (87,862), mobile sources (48,364) and refrigerant gases (6,384). Compared to the base year 2019, Scope 1 emissions (138,719) increased by 2.8% considering this year change of perimeter (please refer to Section C5). Compared to the previous year emissions (117,180), Scope 1 emissions increased by 22%. This is the result of the upturn in motorway traffic and, above all, the sharp recovery in airport traffic compared to 2020-2021, which led to an increase in fuel consumption for power plants and vehicles, despite continued investment in decarbonisation projects, which in some cases have been slowed down due to supply chain problems.

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. 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?t=1682668420788](https://www.mundys.com/documents/37344/798825/RAI_MUNDYS_2022_WEB_ENG.pdf/95788beb-7341-bbfe-e8ab-928f141829b9?t=1682668420788)).

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### C6.2

## (C6.2) Describe your organization's approach to reporting Scope 2 emissions.

### Row 1

#### Scope 2, location-based

We are reporting a Scope 2, location-based figure

#### Scope 2, market-based

We are reporting a Scope 2, market-based figure

#### Comment

Indirect category 2 emissions 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 EF to evaluate both location and market-based emissions. For each subsidiary analyzed, activity data related to energy consumption were collected as follows:

- total purchased electricity in 2022;
- electricity purchased from the grid, non-renewable in 2022;
- electricity purchased from the grid, produced from renewable sources in 2022;
- thermal energy purchased in 2022.

The following approaches have been applied to quantify indirect GHG emissions from imported energy:

- Location based: has 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: 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 average country electricity grid mix EF used for the quantification of category 2 emissions refer to the year 2022. Subsidiaries that performed independently their GHG emission quantification (i.e. Stalexport, Abertis, Aeroporti di Roma and Aéroports de la Côte d'Azur Group) provided Mundys directly with the tonnes of CO<sub>2</sub>eq emitted in 2022 by their imported energy consumption, and the values have been subsequently 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.

## C6.3

### (C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO<sub>2</sub>e?

#### Reporting year

##### Scope 2, location-based

66088

##### Scope 2, market-based (if applicable)

39898

#### Start date

<Not Applicable>

#### End date

<Not Applicable>

#### Comment

Considering this year change of perimeter (please refer to Section C5), Scope 2 location-based emissions decreased by 17% compared to the base year 2019 (79,855), while by 9% compared to 2021 (72,955). Scope 2 market-based emissions decreased by 63% compared to base year 2019 (106,415), while by 40% compared to 2021 (66,878).

This performance, especially in scope 2 market-based emissions, is the result of the increased consumption of renewable electricity in 2022, partly thanks to market conditions that enabled acceleration of the procurement of certified green energy with guaranteed origin. It is important to emphasize 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.

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 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?t=1682668420788](https://www.mundys.com/documents/37344/798825/RAI_MUNDYS_2022_WEB_ENG.pdf/95788beb-7341-bbfe-e8ab-928f141829b9?t=1682668420788)).

## C6.4

### (C6.4) 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?

No

## C6.5

### (C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

## Purchased goods and services

### Evaluation status

Relevant, calculated

### Emissions in reporting year (metric tons CO<sub>2</sub>e)

886199

### Emissions calculation methodology

Spend-based method

Other, please specify (Activity data expressed in mass unit)

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### 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

### Evaluation status

Relevant, calculated

### Emissions in reporting year (metric tons CO<sub>2</sub>e)

43085

### Emissions calculation methodology

Spend-based method

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### 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)

### Evaluation status

Relevant, calculated

### Emissions in reporting year (metric tons CO<sub>2</sub>e)

48327

### Emissions calculation methodology

Fuel-based method

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### 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 m<sup>3</sup> of fuel consumed by the EF relative to the specific fuel. The EF used were obtained from DEFRA 2022 conversion factors: Energy related activities (extraction, refining, transportation) EF, expressed in t CO<sub>2</sub>eq/liter (or m<sup>3</sup>) and referred to the year 2022;

- 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 2022 conversion factors: Country electricity related activities (Generation and transportation and distribution losses) EF, expressed in t CO<sub>2</sub>eq/MWh and referred to the year 2022.

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

### Evaluation status

Not relevant, calculated

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

11268

### Emissions calculation methodology

Spend-based method

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### 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

### Evaluation status

Relevant, calculated

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

24214

### Emissions calculation methodology

Waste-type-specific method

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### 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

### Evaluation status

Not relevant, calculated

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

11012

### Emissions calculation methodology

Distance-based method

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### 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 2022 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

### Evaluation status

Relevant, calculated

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

40760

### Emissions calculation methodology

Average data method  
Distance-based method

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### 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 2022, 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

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### 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

### Evaluation status

Not relevant, calculated

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

7

### Emissions calculation methodology

Average product method  
Distance-based method

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### 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

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### 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

### Evaluation status

Relevant, calculated

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

442702

### Emissions calculation methodology

Hybrid method

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

28

### 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 CO2 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 CO2 emission associated with the LTO cycle. CO2 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

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

This category is not applicable to Mundys' scope 3 boundaries, indeed, no product is sold by Mundys' subsidiaries.

## Downstream leased assets

### Evaluation status

Relevant, calculated

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

29345

### Emissions calculation methodology

Fuel-based method

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### 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

### Evaluation status

Not relevant, explanation provided

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

<Not Applicable>

### Emissions calculation methodology

<Not Applicable>

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

### Please explain

This category is not applicable to Mundys scope 3 boundaries, indeed, Mundys and its subsidiaries do not own any franchisee.

## Investments

### Evaluation status

Relevant, calculated

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

24440

### Emissions calculation methodology

Average data method  
Investment-specific method

### Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### Please explain

The following approach has been applied to quantify emissions related to Mundys's investments:

1. Starting from the list of all 2022 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)**

**Evaluation status**

Not relevant, explanation provided

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

<Not Applicable>

**Emissions calculation methodology**

<Not Applicable>

**Percentage of emissions calculated using data obtained from suppliers or value chain partners**

<Not Applicable>

**Please explain**

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

**Other (downstream)**

**Evaluation status**

Not relevant, calculated

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

520392

**Emissions calculation methodology**

Hybrid method

Distance-based method

**Percentage of emissions calculated using data obtained from suppliers or value chain partners**

0

**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.

**C6.7**

**(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?**

Yes

**C6.7a**

**(C6.7a) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.**

	CO2 emissions from biogenic carbon (metric tons CO2)	Comment
Row 1	2141	Scope 1 biogenic emissions (CO2 emissions from biomass combustion) are reported separately from Scope 1, 2 and 3 as the GHG protocol requires. They are relevant as we included them in any targets but not material compared to total scope 1, 2 and 3 inventory (in 2022, they correspond to 0.1% of total emissions in 2022). Please refer to pg 160 of Mundys' 2022 Integrated Annual Report ( <a href="https://www.mundys.com/documents/37344/798825/RAI_MUNDYS_2022_WEB_ENG.pdf/95788beb-7341-bbfe-e8ab-928f141829b9?i=1682668420788">https://www.mundys.com/documents/37344/798825/RAI_MUNDYS_2022_WEB_ENG.pdf/95788beb-7341-bbfe-e8ab-928f141829b9?i=1682668420788</a> )

**C6.10**

**(C6.10) 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.**

**Intensity figure**

0.0000246

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

182508

**Metric denominator**

unit total revenue

**Metric denominator: Unit total**

7427000000

**Scope 2 figure used**

Market-based

**% change from previous year**

15

**Direction of change**

Decreased

**Reason(s) for change**

Change in renewable energy consumption

Acquisitions

**Please explain**

Scope 1 and 2 emissions are slightly decreased in absolute terms between 2022 and 2021. The upturn in motorway traffic and, above all, the sharp recovery in airport traffic compared to 2020-2021, led to an increase in fuel consumption for power plants and vehicles, despite continued investment in decarbonisation projects. At the same time, the consumption of renewable electricity rose significantly in 2022, partly thanks to market conditions that enabled acceleration of the procurement of certified green energy with guaranteed origin, totalling 66% of total electricity consumption in 2022, which corresponds to a 40% reduction in scope 2 CO2e emissions compared to 2021. On the other hand, the upturn of motorway and airport traffic, with the acquisition of the new business Yunex Traffic, improved also financial performance, with Group's revenues increasing by 16% compared to 2021.

The combination of these two factors resulted in a decrease of 15% of Scope 1 and 2 intensity, showing the Group's ability to generate economic value with less impact on the environment.

**C7. Emissions breakdowns**

**C7.1**

**(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?**

No

**C7.2**

**(C7.2) Break down your total gross global Scope 1 emissions by country/area/region.**

Country/area/region	Scope 1 emissions (metric tons CO2e)
Italy	85624
Spain	2111
France	11661
Brazil	22412
Argentina	2703
Chile	6079
Mexico	3718
Other, please specify (Australia, Austria, Belgium, China, Colombia, Czechia, Germany, Greece, Hungary, India, Luxembourg, Netherlands, Poland, Portugal, Puerto Rico, Serbia, Singapore, Switzerland, Turkey, UK, USA, Hong Kong)	8302

**C7.3**

**(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.**

By business division

By activity

**C7.3a**

**(C7.3a) Break down your total gross global Scope 1 emissions by business division.**

Business division	Scope 1 emissions (metric ton CO2e)
Motorway activities	52096
Airport activities	84046
Mobility services	6468

**C7.3c**

**(C7.3c) Break down your total gross global Scope 1 emissions by business activity.**

Activity	Scope 1 emissions (metric tons CO2e)
Stationary sources	87862
Mobile sources	48364
Refrigerant gases	6384

**C7.5**

**(C7.5) Break down your total gross global Scope 2 emissions by country/area/region.**

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Italy	11311	425
Brazil	4574	694
Chile	14183	8782
France	3998	0
Spain	6128	4043
Argentina	11600	16752
Mexico	2798	695
Other, please specify (Australia, Austria, Belgium, China, Colombia, Czechia, Germany, Greece, Hungary, India, Luxembourg, Netherlands, Poland, Portugal, Puerto Rico, Serbia, Singapore, Switzerland, Turkey, UK, USA, Hong Kong)	11496	8507

**C7.6**

**(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.**

By business division

**C7.6a**

**(C7.6a) 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)
Motorway activities	57267	37985
Airport activities	6369	0
Mobility services	2452	1913

**C7.7**

**(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?**

Yes

**C7.7a**

**(C7.7a) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.**

**Subsidiary name**

Grupo Costanera SpA

**Primary activity**

Infrastructure upkeep & management

**Select the unique identifier(s) you are able to provide for this subsidiary**

Another unique identifier, please specify (RUT (Rol Unico Tributario))

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

76.493.970-0

**Scope 1 emissions (metric tons CO2e)**

2147

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

6685

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

1712

**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>.

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**Subsidiary name**

AB Concessões SA

**Primary activity**

Infrastructure upkeep & management

**Select the unique identifier(s) you are able to provide for this subsidiary**

ISIN code – bond

**ISIN code – bond**

BRATLBDBS010

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

<Not Applicable>

**Scope 1 emissions (metric tons CO2e)**

1838

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

694

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

694

**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 Gerais, 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.



**Subsidiary name**

Stalexport Autostrady Group

**Primary activity**

Infrastructure upkeep & management

**Select the unique identifier(s) you are able to provide for this subsidiary**

Another unique identifier, please specify (Tax Code)

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

634-013-42-11

**Scope 1 emissions (metric tons CO2e)**

752

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

1453

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

1327

**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>.

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**Subsidiary name**

Sociedad Concesionaria de Los Lagos SA

**Primary activity**

Infrastructure upkeep & management

**Select the unique identifier(s) you are able to provide for this subsidiary**

No unique identifier

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

<Not Applicable>

**Scope 1 emissions (metric tons CO2e)**

853

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

803

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

375

**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>.

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**Subsidiary name**

Telepass Group

**Primary activity**

Transportation support services

**Select the unique identifier(s) you are able to provide for this subsidiary**

Another unique identifier, please specify (VAT Number)

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

09771701001

**Scope 1 emissions (metric tons CO2e)**

147

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

273

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

273

**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.

With a 35% market share at European level, Telepass is also known as a company active in the management, marketing, and collection of automatic freeway toll payment systems. On the strength of this position of excellence and experience in the mobility sector, 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>.

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**Subsidiary name**

Abertis Group

**Primary activity**

Infrastructure upkeep & management

**Select the unique identifier(s) you are able to provide for this subsidiary**

Another unique identifier, please specify (Tax Code)

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

A08209769

**Scope 1 emissions (metric tons CO2e)**

46715

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

47895

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

34183

**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>.

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**Subsidiary name**

Aeroporti di Roma Group

**Primary activity**

Infrastructure upkeep & management

**Select the unique identifier(s) you are able to provide for this subsidiary**

Another unique identifier, please specify (VAT Number)

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

06572251004

**Scope 1 emissions (metric tons CO2e)**

82926

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

4999

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

0

**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 33 million passengers in 2022 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>.

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**Subsidiary name**

Aéroports de la Côte d'Azur

**Primary activity**

Infrastructure upkeep & management

**Select the unique identifier(s) you are able to provide for this subsidiary**

Another unique identifier, please specify (VAT Number)

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

&lt;Not Applicable&gt;

**LEI number**

&lt;Not Applicable&gt;

**Other unique identifier**

FR35493479489

**Scope 1 emissions (metric tons CO2e)**

1120

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

1369

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

0

**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>.

**Subsidiary name**

Mundys SpA

**Primary activity**

Asset managers

**Select the unique identifier(s) you are able to provide for this subsidiary**

Another unique identifier, please specify (VAT Number)

**ISIN code – bond**

&lt;Not Applicable&gt;

**ISIN code – equity**

&lt;Not Applicable&gt;

**CUSIP number**

&lt;Not Applicable&gt;

**Ticker symbol**

&lt;Not Applicable&gt;

**SEDOL code**

&lt;Not Applicable&gt;

**LEI number**

&lt;Not Applicable&gt;

**Other unique identifier**

03731380261

**Scope 1 emissions (metric tons CO2e)**

171

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

83

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

3

**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>.

**Subsidiary name**

Yunex Traffic

**Primary activity**

Software

**Select the unique identifier(s) you are able to provide for this subsidiary**

Another unique identifier, please specify (VAT Number)

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

DE340533785

**Scope 1 emissions (metric tons CO2e)**

5941

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

1833

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

1894

**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>.

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**C7.9**

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**(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?**

Decreased

**C7.9a**

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**(C7.9a) 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 emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	28312	Decreased	15.4	Excluding the new acquired business Yunex Traffic, as of 31.12.2022, scope 2 emissions market-based amount to 38,566 tons of CO2e vs. 66,878 tons of CO2e in 2021, decreasing total scope 1 + 2 emissions by 28,312 tons CO2e (15.4%) compared to 2021 (184,058 tons of CO2e scope 1 and 2 market-based emissions). This reduction is due to the increased use of energy from renewable sources, which in 2022 amounted to 67% of total electricity consumption (vs. 32% in 2020). The reason behind the increased use of renewable energy is also related to the favourable market conditions, that enabled acceleration of the procurement of certified green energy with guaranteed origin.
Other emissions reduction activities	3347	Decreased	1.8	The other emissions reduction activities implemented generated a decrease of 1.8% of emissions in the year compared to 184,058 tons of CO2e emissions (scope 1 and 2 market-based) in 2021. This decrease is the result of a set of 3 initiatives implemented (excluding the ones related to the consumption of renewable energy, already indicated in the previous row) with a total estimated annual CO2e savings of 3,347 tons of CO2e. The initiatives implemented involved , the substitution of traditional light bulbs with new LED energy efficient bulbs, the replacement of conventional vehicles with electric models and other energy efficiency initiatives in buildings (e.g., HVAC systems).
Divestment		<Not Applicable >		
Acquisitions	7273	Increased	4	As of 31.12.2022, total scope 1 and 2 MB of Yunex Traffic, acquired in June 2022, amount to 7,273 tons of CO2e, increasing the Group's total scope 1 + 2 MB by 4.0% compared to 184,058 tons of CO2e emissions (scope 1 and 2 market-based) in 2021. In other words, 7,273 tons of CO2e represents the incremental carbon footprint to the Group total of the newly acquired business Yunex Traffic.
Mergers		<Not Applicable >		
Change in output	22836	Increased	12.4	Excluding the new acquired business Yunex Traffic, as of 31.12.2022, scope 1 and 2 emissions increased by 22,836 tons of CO2e (12.4%) compared to 2021. This increment is due to the upturn in motorway traffic and, above all, the sharp recovery in airport traffic compared to 2020-2021. These two trends combined led to an increase in fuel consumption for power plants and vehicles, despite continued investment in decarbonization projects, which in some cases have been slowed down due to supply chain problems.
Change in methodology		<Not Applicable >		
Change in boundary		<Not Applicable >		
Change in physical operating conditions		<Not Applicable >		
Unidentified		<Not Applicable >		
Other		<Not Applicable >		

### C7.9b

**(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?**

Market-based

### C8. Energy

#### C8.1

**(C8.1) What percentage of your total operational spend in the reporting year was on energy?**

More than 0% but less than or equal to 5%

#### C8.2

**(C8.2) 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)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	No
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

**(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.**

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	0	625713	625713
Consumption of purchased or acquired electricity	<Not Applicable>	200236	102559	302795
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	778	<Not Applicable>	778
Total energy consumption	<Not Applicable>	201014	728272	929286

C8.2b

**(C8.2b) 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	Yes
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	Yes

C8.2c

**(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.**

**Sustainable biomass**

**Heating value**

Unable to confirm heating value

**Total fuel MWh consumed by the organization**

0

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

0

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

No consumption of sustainable biomass.

**Other biomass**

**Heating value**

Unable to confirm heating value

**Total fuel MWh consumed by the organization**

0

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

0

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

No consumption of other biomass.

**Other renewable fuels (e.g. renewable hydrogen)**

**Heating value**

Unable to confirm heating value

**Total fuel MWh consumed by the organization**

0

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

0

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

No consumption of other renewable fuels.

**Coal**

**Heating value**

Unable to confirm heating value

**Total fuel MWh consumed by the organization**

0

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

0

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

No consumption of coal.



**Oil**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

241025

**MWh fuel consumed for self-generation of electricity**

14371

**MWh fuel consumed for self-generation of heat**

226654

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

11,837 MWh of fuel oil used in the operations of boilers, 226,654 MWh of fuel consumed for vehicle fleet as diesel, gasoline, LPG and ethanol and 2,534 MWh of other oil consumed for electricity generation, in particular due to auxiliary power units.

**Gas**

**Heating value**

LHV

**Total fuel MWh consumed by the organization**

384688

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

15066

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

369622

**Comment**

1,045 MWh of methane consumed for vehicle fleet and 14,021 MWh of methane consumed for self generation of heat of boilers.

**Other non-renewable fuels (e.g. non-renewable hydrogen)**

**Heating value**

Unable to confirm heating value

**Total fuel MWh consumed by the organization**

0

**MWh fuel consumed for self-generation of electricity**

0

**MWh fuel consumed for self-generation of heat**

0

**MWh fuel consumed for self-generation of steam**

<Not Applicable>

**MWh fuel consumed for self-generation of cooling**

<Not Applicable>

**MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**Comment**

No consumption of other non-renewable fuels.

**Total fuel****Heating value**

LHV

**Total fuel MWh consumed by the organization**

625713

**MWh fuel consumed for self-generation of electricity**

14371

**MWh fuel consumed for self-generation of heat**

241720

**MWh fuel consumed for self-generation of steam**

&lt;Not Applicable&gt;

**MWh fuel consumed for self-generation of cooling**

&lt;Not Applicable&gt;

**MWh fuel consumed for self- cogeneration or self-trigeneration**

369622

**Comment****C8.2d****(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.**

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	162693	134263	2107	778
Heat	66864	66864	0	0
Steam	0	0	0	0
Cooling	0	0	0	0

**C8.2e****(C8.2e) 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 C6.3.****Country/area of low-carbon energy consumption**

France

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Large hydropower (&gt;25 MW)

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

38169

**Tracking instrument used**

GO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

France

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

&lt;Not Applicable&gt;

**Comment****Country/area of low-carbon energy consumption**

France

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Large hydropower (&gt;25 MW)

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

5025

**Tracking instrument used**

GO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Norway

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

&lt;Not Applicable&gt;

**Comment**

---

**Country/area of low-carbon energy consumption**

France

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Solar

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

491

**Tracking instrument used**

GO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

France

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

&lt;Not Applicable&gt;

**Comment**

---

**Country/area of low-carbon energy consumption**

France

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

742

**Tracking instrument used**

GO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

France

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

&lt;Not Applicable&gt;

**Comment**

---

**Country/area of low-carbon energy consumption**

France

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Sustainable biomass

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

24

**Tracking instrument used**

GO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

France

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

Brazil

**Sourcing method**

Unbundled procurement of energy attribute certificates (EACs)

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

30652

**Tracking instrument used**

I-REC

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Brazil

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

United Kingdom of Great Britain and Northern Ireland

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

1242

**Tracking instrument used**

REGO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

United Kingdom of Great Britain and Northern Ireland

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

Netherlands

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

473

**Tracking instrument used**

GO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Netherlands

---

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

Italy

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Solar

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

9923

**Tracking instrument used**

GO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Italy

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

Italy

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

8664

**Tracking instrument used**

GO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Italy

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

Italy

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Large hydropower (>25 MW)

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

1562

**Tracking instrument used**

GO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Italy

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

France

**Sourcing method**

Unbundled procurement of energy attribute certificates (EACs)

**Energy carrier**

Electricity

**Low-carbon technology type**

Renewable energy mix, please specify (Unknown)

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

46222

**Tracking instrument used**

Contract

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

France

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

Spain

**Sourcing method**

Unbundled procurement of energy attribute certificates (EACs)

**Energy carrier**

Electricity

**Low-carbon technology type**

Renewable energy mix, please specify (Solar PV, solar thermal and wind)

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

9697

**Tracking instrument used**

Contract

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Spain

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

Italy

**Sourcing method**

Unbundled procurement of energy attribute certificates (EACs)

**Energy carrier**

Electricity

**Low-carbon technology type**

Renewable energy mix, please specify (Solar, wind, hydropower)

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

20505

**Tracking instrument used**

GO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Italy

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

India

**Sourcing method**

Unbundled procurement of energy attribute certificates (EACs)

**Energy carrier**

Electricity

**Low-carbon technology type**

Renewable energy mix, please specify (Unknown)

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

2506

**Tracking instrument used**

GO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

India

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

Mexico

**Sourcing method**

Unbundled procurement of energy attribute certificates (EACs)

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

4972

**Tracking instrument used**

Contract

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Mexico

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

United States of America

**Sourcing method**

Unbundled procurement of energy attribute certificates (EACs)

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

1563

**Tracking instrument used**

US-REC

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

United States of America

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

---

Germany

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

198

**Tracking instrument used**

Contract

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Germany

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

Poland

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

80

**Tracking instrument used**

Other, please specify (PTCE)

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Poland

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---

**Country/area of low-carbon energy consumption**

Chile

**Sourcing method**

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

17526

**Tracking instrument used**

I-REC

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Chile

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

**Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

<Not Applicable>

**Comment**

---



(C8.2g) Provide a breakdown by country/area of your non-fuel energy consumption in the reporting year.

**Country/area**

Italy

**Consumption of purchased electricity (MWh)**

41996

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

193

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

42189

---

**Country/area**

France

**Consumption of purchased electricity (MWh)**

91300

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

9

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

91309

---

**Country/area**

Spain

**Consumption of purchased electricity (MWh)**

23659

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

134

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

23793

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**Country/area**

Argentina

**Consumption of purchased electricity (MWh)**

36026

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

0

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

36026

---

**Country/area**

Brazil

**Consumption of purchased electricity (MWh)**

36140

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

295

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

36435

---

**Country/area**

Mexico

**Consumption of purchased electricity (MWh)**

6616

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

133

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

6749

---

**Country/area**

Chile

**Consumption of purchased electricity (MWh)**

41775

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

14

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

41789

---

**Country/area**

Other, please specify (Australia, Austria, Belgium, China, Colombia, Czechia, Germany, Greece, Hungary, India, Luxembourg, Netherlands, Poland, Portugal, Puerto Rico, Serbia, Singapore, Switzerland, Turkey, UK, USA, Hong Kong)

**Consumption of purchased electricity (MWh)**

18357

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

0

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

**Total non-fuel energy consumption (MWh) [Auto-calculated]**

18357

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**C9. Additional metrics**

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**(C9.1) Provide any additional climate-related metrics relevant to your business.****Description**

Waste

**Metric value**

432876

**Metric numerator**

Tonnes of waste recycled/reused

**Metric denominator (intensity metric only)****% change from previous year**

24

**Direction of change**

Increased

**Please explain**

Waste produced in 2022 is up 11% compared with 2021 (595448 vs 534449 tonnes), reflecting extra ordinary construction and maintenance work, above all in Chile and Spain, with the percentage of waste recycled/reused/recovered amounting to 72.7% (up from 65.3% in 2021). The increased waste recycling directly reduces related emissions by conserving resources, saving energy, diverting waste from landfills, etc.

As part of our infrastructure development, maintenance and operation activities, we use raw materials, and semi-finished and finished products. Therefore, our commitment to the environment is also focused on the responsible management of natural resources, via a quest for technical, technological, operational and organisational solutions aimed at safeguarding natural capital and circularity. We are committed to mitigating the current and potential negative effects of our activities by leveraging innovation and technology to accelerate and maximise the positive impact. Therefore, we have set ourselves the challenging target of reusing and recycling 90% of the waste generated in the airports segment and 70% of the waste produced by the motorways segment by 2023.

**Description**

Land use

**Metric value**

0

**Metric numerator****Metric denominator (intensity metric only)****% change from previous year**

0

**Direction of change**

No change

**Please explain**

At Mundys we believe it is vitally important to respect and protect the local areas that surround us, and we are committed to protecting the environment as a whole and preserving its integrity from man-made effects. We aim to combine economic growth and the preservation of natural heritage in all phases of our activities, in strategic decision-making, in the establishment of partnerships and in investment and business development evaluations. Our ESG objectives to 2023 include a specific target to minimise the use of new land for infrastructure expansion and, at the same time, to offset any such activity by rewilding an equivalent amount of land in order to ensure the maintenance of biodiversity and the balance of the ecosystems in which we operate.

**Description**

Other, please specify (ISO 14001 certification)

**Metric value**

28

**Metric numerator**

Sum of revenues of ISO 14001 certified companies.

**Metric denominator (intensity metric only)**

Total revenues

**% change from previous year**

13

**Direction of change**

Decreased

**Please explain**

To ensure the effectiveness of environmental and energy management systems, we promote the adoption of environmental management frameworks by our subsidiaries, setting the ambitious target of >75% of activities (in terms of revenues) covered by certified environmental management systems (ISO 14001) by 2023. In 2022, 28% of our revenues are covered by this certification, decreasing by 13 points compared to 2021 (32%). Please note that Yunex Traffic has been excluded from the count of revenues covered by ISO 14001.

**C10. Verification**

## C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Third-party verification or assurance process in place
Scope 3	Third-party verification or assurance process in place

## C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

**Verification or assurance cycle in place**

Annual process

**Status in the current reporting year**

Complete

**Type of verification or assurance**

Limited assurance

**Attach the statement**

FINAL Verified 2023 GHG Emissions\_MUNDYS.pdf

**Page/ section reference**

Please refer to the enclosed ISO 14064-1:2018 certification issued by Bureau Veritas. Please note that the process of certifying our GHG inventories was carried out after the publication of the 2022 Integrated Annual Report (IAR), thus motivating some minor changes in GHG emission values. Please refer to the ISO14064-1, pg. 1

**Relevant standard**

ISO14064-1

**Proportion of reported emissions verified (%)**

100

## C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

**Scope 2 approach**

Scope 2 location-based

**Verification or assurance cycle in place**

Annual process

**Status in the current reporting year**

Complete

**Type of verification or assurance**

Limited assurance

**Attach the statement**

FINAL Verified 2023 GHG Emissions\_MUNDYS.pdf

**Page/ section reference**

Please refer to the enclosed ISO 14064-1:2018 certification issued by Bureau Veritas. Please note that the process of certifying our GHG inventories was carried out after the publication of the 2022 Integrated Annual Report (IAR), thus motivating some minor changes in GHG emission values. Please refer to the ISO14064-1, pg. 1

**Relevant standard**

ISO14064-1

**Proportion of reported emissions verified (%)**

100

## C10.1c

**(C10.1c) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.**

**Scope 3 category**

- Scope 3: Purchased goods and services
- Scope 3: Capital goods
- Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
- Scope 3: Upstream transportation and distribution
- Scope 3: Waste generated in operations
- Scope 3: Business travel
- Scope 3: Employee commuting
- Scope 3: Upstream leased assets
- Scope 3: Investments
- Scope 3: Downstream transportation and distribution
- Scope 3: Processing of sold products
- Scope 3: End-of-life treatment of sold products
- Scope 3: Downstream leased assets
- Scope 3: Franchises

**Verification or assurance cycle in place**

Annual process

**Status in the current reporting year**

Complete

**Type of verification or assurance**

Limited assurance

**Attach the statement**

FINAL Verified 2023 GHG Emissions\_MUNDYS.pdf

**Page/section reference**

Please refer to the enclosed ISO 14064-1:2018 certification issued by Bureau Veritas. Please note that the process of certifying our GHG inventories was carried out after the publication of the 2022 Integrated Annual Report, thus motivating some minor changes in GHG emission values. Please refer to the ISO14064-1, pg. 1

**Relevant standard**

IS)14064-1

**Proportion of reported emissions verified (%)**

100

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**C10.2**

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**(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?**

Yes

**C10.2a**

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**(C10.2a) Which data points within your CDP disclosure have been verified, and which verification standards were used?**

Disclosure module verification relates to	Data verified	Verification standard	Please explain
C1. Governance	Other, please specify (Corporate governance bodies (like the committees), the key governance objectives (Responsible Investment, Stakeholder Engagement and Remuneration Policy) and board member competences)	ISAE3000	The information contained within the C1 Governance section is largely taken up within our 2022 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to pages 71-85, 364-366. Integrated Annual Report_MUNDYS_2022_ENG.pdf
C5. Emissions performance	Year on year change in emissions (Scope 1)	ISAE3000	This information is contained in our 2022 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to our 2022 Integrated Annual Report pages 144-145, 159-160, 364-366. Integrated Annual Report_MUNDYS_2022_ENG.pdf
C5. Emissions performance	Year on year change in emissions (Scope 2)	ISAE3000	This information is contained in our 2022 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to our 2022 Integrated Annual Report pages 144-145, 159-160, 364-366. Integrated Annual Report_MUNDYS_2022_ENG.pdf
C5. Emissions performance	Year on year change in emissions (Scope 1 and 2)	ISAE3000	This information is contained in our 2022 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to our 2022 Integrated Annual Report pages 144-145, 159-160, 364-366. Integrated Annual Report_MUNDYS_2022_ENG.pdf
C5. Emissions performance	Year on year change in emissions (Scope 3)	ISAE3000	This information is contained in our 2022 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to our 2022 Integrated Annual Report pages 144-145, 159-160, 364-366. Integrated Annual Report_MUNDYS_2022_ENG.pdf
C6. Emissions data	Year on year emissions intensity figure	ISAE3000	This information is contained in our 2022 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to our 2022 Integrated Annual Report pages 144-145, 159-160, 364-366. Integrated Annual Report_MUNDYS_2022_ENG.pdf
C4. Targets and performance	Progress against emissions reduction target	ISAE3000	This information is contained in our 2022 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to our 2022 Integrated Annual Report pages 144-145, 159-160, 364-366. Integrated Annual Report_MUNDYS_2022_ENG.pdf
C8. Energy	Energy consumption	ISAE3000	This information is contained in our 2022 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to our 2022 Integrated Annual Report pages 144-145, 156, 364-366. Integrated Annual Report_MUNDYS_2022_ENG.pdf
C7. Emissions breakdown	Other, please specify (Break down of total gross global Scopes 1, 2 and 3 emissions by country/region and scope 1 break down of our total gross global Scope 1 emissions by business activity)	ISAE3000	This information is contained in our 2022 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to our 2022 Integrated Annual Report pages 144-145, 159-160, 364-366. Integrated Annual Report_MUNDYS_2022_ENG.pdf

**C11. Carbon pricing**

**C11.1**

**(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?**

Yes

**C11.1a**

**(C11.1a) Select the carbon pricing regulation(s) which impacts your operations.**

EU ETS

**C11.1b**

(C11.1b) Complete the following table for each of the emissions trading schemes you are regulated by.

**EU ETS**

**% of Scope 1 emissions covered by the ETS**

52.3

**% of Scope 2 emissions covered by the ETS**

0

**Period start date**

January 1 2022

**Period end date**

December 31 2023

**Allowances allocated**

2337

**Allowances purchased**

64000

**Verified Scope 1 emissions in metric tons CO2e**

74624

**Verified Scope 2 emissions in metric tons CO2e**

0

**Details of ownership**

Facilities we own and operate

**Comment**

The plant under the EU ETS is the cogeneration CHP plant owned and operated by the subsidiary Fiumicino Energia, serving the Fiumicino Airport energy demand.

C11.1d

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(C11.1d) 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 ( $\pm 1-2^{\circ}\text{C}$ ) 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 C2 and C4.

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.

C11.2

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(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?

Yes

C11.2a

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(C11.2a) Provide details of the project-based carbon credits canceled by your organization in the reporting year.

**Project type**

Afforestation

**Type of mitigation activity**

Carbon removal

**Project description**

Preservation of the Cordillera Azul National park (Peru) against high rates of deforestation. By preserving the national park, ecosystems and species are protected. Since the start of the project, local communities means of subsistence have improved as well as access to basic services such as health, education and clean water.

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

616

**Purpose of cancellation**

Voluntary offsetting

**Are you able to report the vintage of the credits at cancellation?**

Yes

**Vintage of credits at cancellation**

2017

**Were these credits issued to or purchased by your organization?**

Purchased

**Credits issued by which carbon-crediting program**

Gold Standard

**Method(s) the program uses to assess additionality for this project**

Investment analysis

**Approach(es) by which the selected program requires this project to address reversal risk**

Monitoring and compensation

**Potential sources of leakage the selected program requires this project to have assessed**

Activity-shifting  
Market leakage  
Ecological leakage

**Provide details of other issues the selected program requires projects to address**

No other relevant details of the standard selected in column 9.

**Comment**

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**Project type**

Afforestation

**Type of mitigation activity**

Carbon removal

**Project description**

This project prevents deforestation and land degradation of nearly 785,000 hectares of forest. This is achieved by regional sustainable development to promote the independence and wellbeing of local communities.

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

263

**Purpose of cancellation**

Voluntary offsetting

**Are you able to report the vintage of the credits at cancellation?**

Yes

**Vintage of credits at cancellation**

2019

**Were these credits issued to or purchased by your organization?**

Purchased

**Credits issued by which carbon-crediting program**

Gold Standard

**Method(s) the program uses to assess additionality for this project**

Consideration of legal requirements  
Investment analysis  
Barrier analysis

**Approach(es) by which the selected program requires this project to address reversal risk**

Monitoring and compensation

**Potential sources of leakage the selected program requires this project to have assessed**

Activity-shifting  
Market leakage

**Provide details of other issues the selected program requires projects to address**

No other relevant details of the standard selected in column 9.

**Comment**

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**Project type**

Mixed renewables

**Type of mitigation activity**

Emissions reduction

**Project description**

The Laizhou Landfill Gas project is located on the eastern tip of China and aims at capturing methane gas produced by landfills and converting it into renewable electricity. The project was financed since 2019.

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

90000

**Purpose of cancellation**

Voluntary offsetting

**Are you able to report the vintage of the credits at cancellation?**

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Yes

**Vintage of credits at cancellation**

2019

**Were these credits issued to or purchased by your organization?**

Purchased

**Credits issued by which carbon-crediting program**

VCS (Verified Carbon Standard)

**Method(s) the program uses to assess additionality for this project**

Positive lists

**Approach(es) by which the selected program requires this project to address reversal risk**

No risk of reversal

**Potential sources of leakage the selected program requires this project to have assessed**

Other, please specify (Not required by the methodology)

**Provide details of other issues the selected program requires projects to address**

No other relevant details of the standard selected in column 9.

**Comment**

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**Project type**

Clean cookstove distribution

**Type of mitigation activity**

Emissions reduction

**Project description**

Promoting energy efficiency & clean cooking in Pemba, by distributing energy efficient cookstoves in the municipality of Pemba, Cabo Delgado Province, Mozambique. The project was financed since 2020.

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

4700

**Purpose of cancellation**

Voluntary offsetting

**Are you able to report the vintage of the credits at cancellation?**

Yes

**Vintage of credits at cancellation**

2020

**Were these credits issued to or purchased by your organization?**

Purchased

**Credits issued by which carbon-crediting program**

Gold Standard

**Method(s) the program uses to assess additionality for this project**

Positive lists

**Approach(es) by which the selected program requires this project to address reversal risk**

No risk of reversal

**Potential sources of leakage the selected program requires this project to have assessed**

Activity-shifting

Market leakage

Ecological leakage

**Provide details of other issues the selected program requires projects to address**

No other relevant details of the standard selected in column 9.

**Comment**

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**C11.3**

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**(C11.3) Does your organization use an internal price on carbon?**

Yes

**C11.3a**

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**(C11.3a) Provide details of how your organization uses an internal price on carbon.**

**Type of internal carbon price**

Shadow price

**How the price is determined**

Alignment with the price of allowances under an Emissions Trading Scheme

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**Objective(s) for implementing this internal carbon price**

Drive energy efficiency  
 Drive low-carbon investment  
 Identify and seize low-carbon opportunities  
 Navigate GHG regulations  
 Stakeholder expectations

**Scope(s) covered**

Scope 1  
 Scope 2

**Pricing approach used – spatial variance**

Uniform

**Pricing approach used – temporal variance**

Static

**Indicate how you expect the price to change over time**

<Not Applicable>

**Actual price(s) used – minimum (currency as specified in C0.4 per metric ton CO2e)**

80

**Actual price(s) used – maximum (currency as specified in C0.4 per metric ton CO2e)**

80

**Business decision-making processes this internal carbon price is applied to**

Capital expenditure  
 Operations  
 Opportunity management

**Mandatory enforcement of this internal carbon price within these business decision-making processes**

Yes, for some decision-making processes, please specify (Aeroporti di Roma 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. )

**Explain how this internal carbon price has contributed to the implementation of your organization's climate commitments and/or climate transition plan**

At Mundys the fundamental concept applying on ICP is to have an instrument that captures the external costs of GHG emissions enabling for their financial quantification in projects evaluations. Notably, ICP was implemented with respect to the cogeneration plant of our subsidiary 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, making possible accounting for climate change costs, by integrating ICP in the business decision-making process we 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 equal to €80/t for the valuation of the following investments: the on-site construction of a 22 MW photovoltaic plant, the installation of 500 recharging stations by 2025 and the use of advanced biofuels (HVO) in the fleet of medium/heavy vehicles currently fuelled by diesel.

**Type of internal carbon price**

Shadow price

**How the price is determined**

Other, please specify (Aligned with American Environmental Protection Agency recommendations.)

**Objective(s) for implementing this internal carbon price**

Navigate GHG regulations  
 Stress test investments

**Scope(s) covered**

Scope 1  
 Scope 2  
 Scope 3 (upstream)  
 Scope 3 (downstream)

**Pricing approach used – spatial variance**

Uniform

**Pricing approach used – temporal variance**

Evolutionary

**Indicate how you expect the price to change over time**

We are in the process of testing an internal carbon pricing mechanism, that will steadily increase until 2030, eventually reaching a price of €300 per tonne of CO2e.

**Actual price(s) used – minimum (currency as specified in C0.4 per metric ton CO2e)**

80

**Actual price(s) used – maximum (currency as specified in C0.4 per metric ton CO2e)**

197

**Business decision-making processes this internal carbon price is applied to**

Capital expenditure  
 Operations  
 Remuneration  
 Risk management

**Mandatory enforcement of this internal carbon price within these business decision-making processes**

No

**Explain how this internal carbon price has contributed to the implementation of your organization's climate commitments and/or climate transition plan**

At Mundys the fundamental concept applying on ICP (Internal Carbon Pricing) is to have an instrument that captures the external costs of GHG emissions enabling for their

financial quantification. Internal analysis have been conducted with an internal carbon pricing of about €197/tonne, as recommended by the American Environment Protection Agency, to measure the external cost of the Group's activities and measure low-emission businesses and activities.

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## C12. Engagement

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### C12.1

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#### (C12.1) Do you engage with your value chain on climate-related issues?

- Yes, our suppliers
- Yes, our customers/clients
- Yes, other partners in the value chain

### C12.1a

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#### (C12.1a) Provide details of your climate-related supplier engagement strategy.

##### Type of engagement

Engagement & incentivization (changing supplier behavior)

##### Details of engagement

Run an engagement campaign to educate suppliers about climate change  
Climate change performance is featured in supplier awards scheme

##### % of suppliers by number

70

##### % total procurement spend (direct and indirect)

83

##### % of supplier-related Scope 3 emissions as reported in C6.5

79

##### Rationale for the coverage of your engagement

Our Climate Action Plan commits the Company to cutting direct greenhouse gas emissions by 50% by 2030 and achieving net zero by 2040, by making its processes and operating activities more sustainable. To do this Mundys is committed to involve suppliers and users of transport infrastructure in bringing down indirect emissions throughout the value chain. To do so, this supplier engagement strategy is based around 79% of our supplier-related scope 3 emissions, generated by 70% suppliers. The coverage of this target prioritizes "key suppliers", representing 83% of total Group's procurement spend, and most significance Group's companies in terms of Group's revenues, representing more than 82% of total 2022 revenues.

We establish collaborative relationships with our suppliers based on the principles of loyalty, fairness, transparency and efficiency, in compliance with the laws of the countries in which we operate. All our business partners are informed about the sustainability policies adopted by Group companies and are required to comply with the ethical and behavioural principles of the Code of Ethics and Code of Conduct or specific policies adopted by group companies, with the aim of ensuring human and labour rights, transparency, integrity and compliance, promoting circular economy and decarbonisation. All Group companies have internal units in place to manage the supply chain and suppliers are identified via procurement registers or through public tenders and are assessed in the qualification phase in terms of technical, economic and ESG criteria. More than 82% of the Group's companies in terms of revenue have adopted technology platforms to support the supplier assessment process, in accordance with social, environmental and good governance criteria, including specific information collection on Climate Change related issues. From the partner selection stage and on a regular basis thereafter, these platforms enable to collect data on suppliers' sustainability performance, to perform in-depth audits, to understand the risks throughout the supply chain and to activate direct communication mechanisms. 100% of the Group' suppliers have accepted the Mundys Code of Ethics, as well as specific procurement policies or code of conducts implemented at Operating company level to be able to work with the group.

##### Impact of engagement, including measures of success

Case Study (a):

Abertis, the main motorway operator within the Group, has implemented a new Group-level tool that serves to align practices between the different geographical areas, thus unifying the analysis for all the business units. The assessment projects are generated with the focus on the supplier, and the supplier is now treated as the centre of the process, which is holistic. The software can be used to classify suppliers and assess them on sustainability criteria, collecting information on their sustainability policies and their progress towards Green Procurement Policies and sharing circular economy and carbon footprint reduction targets.

This process improves risk management and updates the alert system, which notifies the person responsible of any change, so that the information can be analysed and action plans can be drawn up to work with suppliers towards continuous improvement in integrating sustainability.

The target threshold defined for the success measure of this engagement is the 100% coverage of suppliers. The impact of this climate-related strategy with the suppliers is the classification and ranking of suppliers based on the level of risk on ESG topics and the activation of engagement process on these aspects, including those linked to climate change strategy.

Case Study (b):

Aeroporti di Roma, the main airport management operator within the Group, introduced, in each supply contract, specific acceptance clauses from the Code of Ethics and the Anti-Corruption Policy, non-compliance with which constitutes a serious breach of contractual obligations, and specific penalties related to environmental sustainability and Health & Safety issues.

In the tenders awarded on the basis of the most economically advantageous bid (EPV), evaluation criteria are included on Sustainability issues, which constitute a distinctive reward element for the best-performing competitors. During 2022, two specific reward criteria were introduced: 1) gender equality (women's empowerment principles); 2) decarbonisation.

Success will be measured by percent of suppliers engaged, which is aimed to be 100%, so the threshold identified to measure the success is 100%. The impact of this climate-related strategy with the suppliers is the improvement of suppliers and company's ESG performance.

##### Comment

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## C12.1b

### (C12.1b) Give details of your climate-related engagement strategy with your customers.

#### Type of engagement & Details of engagement

Collaboration & innovation	Collaborate with customers in creation and review of your climate transition plan
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#### % of customers by number

18

#### % of customer - related Scope 3 emissions as reported in C6.5

94

#### Please explain the rationale for selecting this group of customers and scope of engagement

Aviation accounts for around 2.5% of global carbon dioxide emissions but there is a high risk of temporary growth in the short term due to increased air traffic and the evolution of other less 'hard-to-abate' sectors. Mundys, via its airport management companies, committed to actively engage with airline companies, responsible for 442,702 tonCO<sub>2</sub>e of Mundys' scope 3 emissions in 2022 (corresponding to 30% of total CO<sub>2</sub>e emissions), to promote the adoption of the SBTi's protocol in defining emission reduction pathways, setting emissions targets and submits them for validation. In this scope 3 emissions category (use of sold products), are included 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

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 94% of Group's customer-related Scope 3 emissions as reported in C6.5 ("Use of sold product" and "Downstream leased asset" GHG categories) and 30% of Group's total emissions in 2022. 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 94% of customer-related Scope 3 emissions.

#### Impact of engagement, including measures of success

With this engagement, Mundys commits to actively engage with airline companies responsible for at least 60% of consolidated LTO emissions to set science-based targets using the SBTi guidance and tools available for the aviation sector. The engagement measures of success are the % of airlines within the scope of engagement that:

1. Set science-based emissions reduction targets that meet the latest SBTi criteria in force at the time of submitting targets;
2. Submit the targets to SBTi for validation;
3. Make annual disclosures as requested by SBTi.

The engagement strategy implementation will also depend on the airlines' specific carbon roadmap, the traffic volume forecasts, the fleet renewal programmes, the projections for the use of sustainable fuels, etc.

Our measure of success is represented by the achievement of the target, with a threshold of at least 60% airlines, in terms of consolidated LTO emissions covered, who set science-based targets.

The impact of this climate-related customer engagement strategy will result in more decarbonization roadmap commitments from airline companies in lign with science (SBTi validated targets), which will contribute to the decarbonization of the aviation sector and the reduction of both airlines' direct emissions and Mundys' airports indirect emissions from LTO cycle emissions of aircrafts.

Furthermore, in addition to this target, Aeroporti di Roma (ADR) developed an engagement campaign to educate passengers on sustainability concepts, directly linked to the passenger's travel experience, reaching up to 8 million passengers by October 2022. To optimize the entire travel experience starting from the airport access phase, ADR activated the following initiatives to encourage low-impact forms of airport access:

- the 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;
- 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.

## C12.1d

**(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.**

Mundys is actively engaging with some of its portfolio companies and several external partners to implement innovative initiatives and projects to promote the climate transition and improvement of infrastructure quality. More specifically:

(i) In 2022, considering the need for innovative sustainable solutions to address climate transition issue, Mundys participated in the second edition of VeniSIA, the innovation accelerator promoted by Cà Foscari University. In the program, over a thousand startup technologies were evaluated to identify promising opportunities for the infrastructure mobility sector, and a startup was accelerated with a co-innovation program developed with Aeroporti di Roma. The startup solution is allowing the test of a pollution air capturing solution.

(ii) In december 2022, with the aim to innovate the infrastructure and passengers services, Aeroporti di Roma launched its 1st Call for Ideas to look for innovative ideas and solutions. Starting with a pool of 100+ global startups, 8 startups were given the opportunity to develop their projects at the Innovation Hub located at Fiumicino Terminal 1. This initiative positioned Aeroporti di Roma as an innovative airport and provided startups with a platform to contribute to the evolution of the aviation industry.

(iii) The need for sustainable, efficient access to airports prompted a search for viable solutions. Aeroporti di Roma started to collaborate with Ferrovie dello Stato Italiane SpA focusing on sustainable intermodal transport, leveraging both entities' infrastructure. The agreement was reached with the boost of direct high-speed rail services to the airport, reducing carbon emissions and improving passenger access to the airports.

(v) Convinced that the decarbonisation of air transport is an absolute priority to ensure the development of the entire industry and access to mobility for citizens, in 2022, Mundys and Aeroporti di Roma launched the "Pact for the Decarbonisation of Air Transport" to facilitate the achievement of the aviation industry's sustainability targets in the context of the SDGs and Agenda 2030, with the goal of Net Zero Emissions by 2050. The Pact aims to initiate a systematic discussion between different value chain partners (e.g., Airbus and Boeing, Easyjet and ITA Airways) to design a scientifically structured path and build a feasible process of decarbonisation of air transport.

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**C12.2**

**(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization's purchasing process?**

Yes, climate-related requirements are included in our supplier contracts

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**C12.2a**

**(C12.2a) Provide details of the climate-related requirements that suppliers have to meet as part of your organization's purchasing process and the compliance mechanisms in place.**

**Climate-related requirement**

Other, please specify (Consumption of renewable energy, monitoring and performance if CO2 emissions, assessment of climate-related risks impact.)

**Description of this climate related requirement**

In the Group, Mundys and mayor Group subsidiaries (accounting for about 90% of our revenues) have implemented procurement policies, which require suppliers to have sustainability requirements, including climate change, prior to the signing new contracts.

In the case of Mundys SpA, the Group's holding, for example, suppliers are required to provide information in relation to climate change through an ad hoc questionnaire, which helps to address supplier selection.

Similarly, Abertis' Supplier Code of Conduct 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 will enable the company to measure suppliers' carbon footprint and extend this practice to the supply chain.

**% suppliers by procurement spend that have to comply with this climate-related requirement**

83

**% suppliers by procurement spend in compliance with this climate-related requirement**

83

**Mechanisms for monitoring compliance with this climate-related requirement**

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

**Response to supplier non-compliance with this climate-related requirement**

Retain and engage

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**C12.3**

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**(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?**

**Row 1**

**External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate**

Yes, we engage directly with policy makers

Yes, our membership of/engagement with trade associations could influence policy, law, or regulation that may impact the climate

**Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?**

Yes

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

Please refer to our enclosed "Responsible Lobbying Policy", at page 8

Responsible Lobbying EN.pdf

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

The strategies and aims of lobbying and public affairs activities, including those relate to climate change aspects, are approved annually by the Board of Directors within the framework of the Communication Guidelines. These are then implemented by the competent External Relations and Institutional Affairs department. In accordance with the principle of fair cooperation, we are committed to making all of our know-how available to public decision-makers, in order to contribute to the development of national and EU policies aimed at accelerating the fight against climate change, in line with the objectives of the Paris Agreement. The Group's lobbying activity is conducted with a focus on cooperation in the development of structural measures rather than short term policies, which ensure a fair and lasting transition whilst guaranteeing transparency in relations with our stakeholders. In particular, we are committed to ensuring: support for policies to address climate change via rules and regulations; transparency of our positions on climate policy/legislation, transparency regarding membership of lobbying associations, in line with the Paris Agreement and actions undertaken; participation in alliances, initiatives and projects with third parties, including national and international climate platforms, in order to promote innovation as a driver for achieving decarbonisation of the mobility sector. We are committed to ensure that the trade associations we belong to make decisions and choices in line with the objectives of the Paris Agreement. We promote initiatives to encourage debate on climate change such as speaking platforms, events and other opportunities for dialogue with key stakeholders, to discuss the main challenges arising in the coming years and, at the same time, make them responsible for environmental protection issues. We also aim to ensure that any coalition-building activities undertaken with associations of any kind are not critical to the achievement of our objectives in the fight against climate change. In 2022, Mundys participated in institutional dialogue, especially about the positive environmental impacts expected from the development of intelligent transport systems (ITS), the development of new forms of sustainable mobility, and EU Regulation 2020/852 related to the taxonomy of environmentally friendly economic activities, as well as the decarbonisation of the aviation sector and the role of airport infrastructure.

**Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate**

<Not Applicable>

**Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate**

<Not Applicable>

C12.3a

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**(C12.3a) On what policy, law, or regulation that may impact the climate has your organization been engaging directly with policy makers in the reporting year?**

**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

**Category of policy, law, or regulation that may impact the climate**

Climate change mitigation

**Focus area of policy, law, or regulation that may impact the climate**

Climate-related reporting  
Climate-related targets  
Climate transition plans

**Policy, law, or regulation geographic coverage**

Global

**Country/area/region the policy, law, or regulation applies to**

<Not Applicable>

**Your organization's position on the policy, law, or regulation**

Support with minor exceptions

**Description of engagement with policy makers**

The Regulation 2020/852 establishes that economic activities must be labelled as aligned with the Taxonomy if they comply with certain criteria relating to six different environmental objectives. To date, the regulation is still not complete and above all does not cover all industrial sectors. This is why as Mundys, together with our operating companies and the relevant trade associations, have decided to make our contribution to the process by helping the regulator understand the needs of our operating segments, in particular as to the airport and intelligent transport system (ITS) sectors. Our commitment includes information and dialogue sessions with the regulator, also providing specific discussion panels meeting with the industry.

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

As Mundys, we agree 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. This is why we are committed to working with the relevant bodies to develop the regulation.

**Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?**

Yes, we have evaluated, and it is aligned

**Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?**

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.

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**C12.3b**

**(C12.3b) Provide details of the trade associations your organization is a member of, or engages with, which are likely to take a position on any policy, law or regulation that may impact the climate.**

**Trade association**

Other, please specify (Aeroporti 2030)

**Is your organization's position on climate change policy consistent with theirs?**

Consistent

**Has your organization attempted to influence their position in the reporting year?**

Yes, we publicly promoted their current position

**Describe how your organization's position is consistent with or differs from the trade association'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.

**Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)**

**Describe the aim of your organization's funding**

<Not Applicable>

**Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?**

Yes, we have evaluated, and it is aligned

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**C12.4**

**(C12.4) Have you published information about your organization’s response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).**

**Publication**

In mainstream reports

**Status**

Complete

**Attach the document**

Integrated Annual Report\_MUNDYS\_2022\_ENG.pdf

**Page/Section reference**

Please refer to Mundys' 2022 Integrated Annual Report, which is covered by limited assurance, at pages 25-29 (highlights and Other metrics), 37-42 (Strategy, Risk & opportunities), 43-47 (Strategy, Emission figures and Emission targets, other metrics), 64-69 (Risks & opportunities), 77-78 (Governance), 116-124 (strategy, opportunities, governance, emissions figures and targets) and 157-160 (emissions figures).

**Content elements**

- Governance
- Strategy
- Risks & opportunities
- Emissions figures
- Emission targets
- Other metrics

**Comment**

**Publication**

Other, please specify (Sustainability-Linked Financing Framework)

**Status**

Complete

**Attach the document**

SLFinancing\_Framework\_2022.pdf

**Page/Section reference**

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

**Content elements**

- Governance
- Strategy
- Risks & opportunities
- Emissions figures
- Emission targets
- Other metrics

**Comment**

**C12.5**

**(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.**

	Environmental collaborative framework, initiative and/or commitment	Describe your organization’s role within each framework, initiative and/or commitment
Row 1	European Climate Pact The Climate Pledge UN Global Compact	<p>The fight against climate change is a global challenge that involves a vast number of actors and plays a major role in international debate. As a major player in the infrastructure arena, the Mundys Group is aware of its role in combatting climate change and protecting the environment. Therefore, Mundys is committed to help transition the transport system towards low-carbon mobility, via infrastructure and services that facilitate this shift, in line with the commitments of the Paris Agreement.</p> <p>Mundys belongs to the United Nations Global Compact (since 2014), supports the Paris Agreement on Climate Change, is a signatory of the Climate Pledge, joined the Race to Zero campaign, is part of the European Climate Pact and The Pact for the Decarbonisation of Air Transport.</p> <p>In accordance with the principle of fair cooperation, Mundys is committed to making all of its know-how available to public decision-makers, in order to contribute to the development of national and EU policies aimed at accelerating the fight against climate change, in line with the objectives of the Paris Agreement. The Group’s lobbying is conducted with a focus on cooperation in the development of structural measures rather than short-term policies, which ensure a fair and lasting transition whilst guaranteeing transparency in relations with our stakeholders. In particular, Mundys is committed to ensuring:</p> <ul style="list-style-type: none"> <li>- Support for policies to address climate change via rules and regulations;</li> <li>- Transparency of Mundys' positions on climate policy/ legislation;</li> <li>- Transparency regarding membership of lobbying associations, in line with the Paris Agreement and actions undertaken;</li> <li>- Participation in alliances, initiatives and projects with third parties, including national and international climate platforms, in order to promote innovation as a driver for achieving decarbonisation of the mobility sector;</li> <li>- Support for carbon taxation policy;</li> <li>- Support for emissions trading policy;</li> <li>- Support for setting energy efficiency targets/ standards;</li> <li>- Support for renewable energy legislation;</li> <li>- Support for energy mix transition policy;</li> <li>- Support for legislation regarding greenhouse gas emissions.</li> </ul> <p>Mundys is also committed to ensuring that the trade associations Mundys belongs to make decisions and choices in line with the objectives of the Paris Agreement, which support effective measures aimed at mitigating the risks of climate change. Supported public policies should be aligned with the Company’s concrete commitments relating to climate change and climate risk mitigation.</p>



## C15. Biodiversity

### C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Yes, both board-level oversight and executive management-level responsibility	Mundys' ESG strategy is part of the wider business long-term strategy to deliver sustainable value and it is driven by the Board of Directors (BoD) which is the highest body responsible for it. The BoD exercises oversight for sustainability, including the approach to biodiversity aspects. The Sustainability Committee supports the Board of Directors in overseeing the ESG strategy, promotes the broader integration of ESG factors, including biodiversity, within the business and verifies the progress against targets set out. Furthermore Mundys' Chief Executive Officer is responsible for crafting the ESG agenda, including the biodiversity, and supervises its execution supported by business functions. The CEO proposes periodically the Sustainability Plan to the Board of Directors, containing the key social, environmental and governance ambitions and targets, including a specific targets on biodiversity consisting in offset the use of additional land for the development of existing infrastructure by renaturalising an equivalent amount of land in order to guarantee zero impact on biodiversity.	<Not Applicable>

### C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	Yes, we have made public commitments only	<ul style="list-style-type: none"> <li>Commitment to No Net Loss</li> <li>Adoption of the mitigation hierarchy approach</li> <li>Commitment to respect legally designated protected areas</li> <li>Commitment to avoidance of negative impacts on threatened and protected species</li> <li>Commitment to no conversion of High Conservation Value areas</li> </ul>	<Not Applicable>

### C15.3

**(C15.3) Does your organization assess the impacts and dependencies of its value chain on biodiversity?**

**Impacts on biodiversity**

**Indicate whether your organization undertakes this type of assessment**

Yes

**Value chain stage(s) covered**

Upstream  
Downstream

**Portfolio activity**

<Not Applicable>

**Tools and methods to assess impacts and/or dependencies on biodiversity**

Other, please specify (EPOC Protocol)

**Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)**

Several standardized participatory science protocols are used in the Aéroports de la Côte d'Azur and its subsidiaries. More specifically, EPOC - Evolution of Common Bird Populations - is an association that measures abundance indices, twice a year in the spring, in the form of a five-minute point counts on the ten demarcated points at each airport which spatially cover the diversity of ecosystems represented. These listening and observation points are made by the team's ornithologists and are open to our participants who wish to perfect their ornithological knowledge. The vocal and otherwise inconspicuous species will be represented in their proper presence but the data will surprise airport personnel who generally do not spot them and do not find them in collisions. This standardized survey (implemented in the same way each year) makes it possible to obtain calibrated information on the presence of birds, on the probability of observing young birds (more prone to collisions during the summer) as well as on trends in the numbers of these animals after several years of inventory. This reading could then become an indicator of the effectiveness of the measures put in place to improve biodiversity while preventing the risk of wildlife.

**Dependencies on biodiversity**

**Indicate whether your organization undertakes this type of assessment**

No, but we plan to within the next two years

**Value chain stage(s) covered**

<Not Applicable>

**Portfolio activity**

<Not Applicable>

**Tools and methods to assess impacts and/or dependencies on biodiversity**

<Not Applicable>

**Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)**

<Not Applicable>

**C15.4**

**(C15.4) Does your organization have activities located in or near to biodiversity- sensitive areas in the reporting year?**

Yes

**C15.4a**

**(C15.4a) Provide details of your organization's activities in the reporting year located in or near to biodiversity -sensitive areas.**

**Classification of biodiversity -sensitive area**

Natura 2000 network of protected areas

**Country/area**

France

**Name of the biodiversity-sensitive area**

Var is the largest coastal river in the area of Provence-Alpes-Côte d'Azur. It's a Nature 2000 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 beds (*Thymus vulgaris*) is present.

**Proximity**

Adjacent

**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 12 million passengers in 2022 (14.6 in 2019), is France's second most important airport hub after the Paris airport system.

**Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity**

Yes, but mitigation measures have been implemented

**Mitigation measures implemented within the selected area**

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)

**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) carried out a specific study on populations of bats in the area of new coming T2.3 infrastructure development.

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.

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#### Classification of biodiversity -sensitive area

Other biodiversity sensitive area, please specify (Protected areas)

#### Country/area

France

#### Name of the biodiversity-sensitive area

389.4 km of Mundys' subsidiary Abertis Group toll roads in France are located in protected areas where activities can affect biodiversity.

#### Proximity

Overlap

#### 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.

#### Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity

Yes, but mitigation measures have been implemented

#### Mitigation measures implemented within the selected area

Project design

Physical controls

Operational controls

Abatement controls

#### 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, construction and operation activities have impacts 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. Motorway construction can destroy environments and species and split up territories for animals, leading to animals being killed on the roads. 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. 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.

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#### Classification of biodiversity -sensitive area

Other biodiversity sensitive area, please specify (Protected areas)

#### Country/area

Spain

#### Name of the biodiversity-sensitive area

89.33 km of Mundys' subsidiary Abertis Group toll roads in Spain are located in protected areas where activities can affect biodiversity.

#### Proximity

Overlap

#### 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.

#### Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity

Yes, but mitigation measures have been implemented

#### Mitigation measures implemented within the selected area

Project design

Physical controls

Operational controls

Abatement controls

#### 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, construction and operation activities have impacts 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. Motorway construction can destroy environments and species and split up territories for animals, leading to animals being killed on the roads. 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. 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.

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#### Classification of biodiversity -sensitive area

Other biodiversity sensitive area, please specify (Protected areas)

**Country/area**

Puerto Rico

**Name of the biodiversity-sensitive area**

2 km of Mundys' subsidiary Abertis Group toll roads in Puerto Rico are located in protected areas where activities can affect biodiversity.

**Proximity**

Overlap

**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.

**Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity**

Yes, but mitigation measures have been implemented

**Mitigation measures implemented within the selected area**

Project design

Physical controls

Operational controls

Abatement controls

**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, construction and operation activities have impacts 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. Motorway construction can destroy environments and species and split up territories for animals, leading to animals being killed on the roads. 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. 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. Motorway maintenance, construction and operation activities have impacts 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. Motorway construction can destroy environments and species and split up territories for animals, leading to animals being killed on the roads. 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. 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.

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**Classification of biodiversity -sensitive area**

Other biodiversity sensitive area, please specify (Protected areas)

**Country/area**

Brazil

**Name of the biodiversity-sensitive area**

561.899 km of Mundys' subsidiary Abertis Group toll roads in Brazil are located in protected areas where activities can affect biodiversity.

**Proximity**

Overlap

**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.

**Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity**

Yes, but mitigation measures have been implemented

**Mitigation measures implemented within the selected area**

Project design

Physical controls

Operational controls

Abatement controls

**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, construction and operation activities have impacts 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. Motorway construction can destroy environments and species and split up territories for animals, leading to animals being killed on the roads. 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. 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. In Brazil, 150,920 units of plants were replanted in 2022 in the area.

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**Classification of biodiversity -sensitive area**

Other biodiversity sensitive area, please specify (Protected areas)

**Country/area**

Chile

**Name of the biodiversity-sensitive area**

6.9 km of Mundys' subsidiary Abertis Group toll roads in Chile are located in protected areas where activities can affect biodiversity.

**Proximity**

Overlap

**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.

**Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity**

Yes, but mitigation measures have been implemented

**Mitigation measures implemented within the selected area**

- Project design
- Physical controls
- Operational controls
- Abatement controls

**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, construction and operation activities have impacts 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. Motorway construction can destroy environments and species and split up territories for animals, leading to animals being killed on the roads. 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. 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. In Chile, 4,278 units of plants were replanted in 2022 in the area.

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**Classification of biodiversity -sensitive area**

Other biodiversity sensitive area, please specify (Protected areas)

**Country/area**

Italy

**Name of the biodiversity-sensitive area**

198 km of Mundys' subsidiary Abertis Group toll roads in Italy are located near protected areas where activities can affect biodiversity.

**Proximity**

Overlap

**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.

**Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity**

Yes, but mitigation measures have been implemented

**Mitigation measures implemented within the selected area**

- Project design
- Physical controls
- Operational controls
- Abatement controls

**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, construction and operation activities have impacts 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. Motorway construction can destroy environments and species and split up territories for animals, leading to animals being killed on the roads. 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. 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. In Italy, 15 units of plants were replanted in 2022 in the area.

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**Classification of biodiversity -sensitive area**

Natura 2000 network of protected areas

**Country/area**

Italy

**Name of the biodiversity-sensitive area**

Oasi WWF in Macchiagrande Focene and Macchia dello Stagneto (Nature 2000) - Vasche di Maccarese (IBA - Important bird area)

**Proximity**

Up to 10 km

**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.

**Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity**

Yes, but mitigation measures have been implemented

**Mitigation measures implemented within the selected area**

- Project design
- Physical controls
- Operational controls

**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.

**(C15.5) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?**

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity- related commitments
Row 1	Yes, we are taking actions to progress our biodiversity-related commitments	Land/water protection Land/water management Education & awareness Law & policy Livelihood, economic & other incentives

**C15.6**

**(C15.6) 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
Row 1	Yes, we use indicators	Pressure indicators Response indicators

**C15.7**

**(C15.7) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).**

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
In mainstream financial reports	Content of biodiversity-related policies or commitments Impacts on biodiversity Details on biodiversity indicators Biodiversity strategy	Please refer to our Integrated Annual Report 2022, pg. 45, 131-133 and 188. Integrated Annual Report_MUNDYS_2022_ENG.pdf

**C16. Signoff**

**C-FI**

**(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.**

**C16.1**

**(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.**

	Job title	Corresponding job category
Row 1	Chief Executive Officer	Chief Executive Officer (CEO)

**Submit your response**

**In which language are you submitting your response?**

English

**Please confirm how your response should be handled by CDP**

Please select your submission options	I understand that my response will be shared with all requesting stakeholders	Response permission
	Yes	Public

**Please confirm below**

I have read and accept the applicable Terms