





WORD OF CEO



As we present our third Sustainability Report 2024, I am proud to reflect on another year of progress toward our commitment to a more sustainable and responsible future. The world around us is evolving rapidly and the challenges we face are intensifying. With these challenges come opportunities to lead with purpose, innovation and resilience.

Guided by our vision to be a leading innovative airport, we are committed to delivering service excellence and enhancing customer satisfaction through high-quality facilities. Our mission is to host global airlines, provide exceptional services and create value for all stakeholders. Central to this is our focus on environmental protection and sustainable development, ensuring our growth aligns with responsible practices that benefit both present and future generations. We are continually improving our operations to reduce our carbon footprint and promote energy efficiency. By integrating sustainability into our strategy, we aim to set a new standard for responsible growth in the aviation sector.

Developing comprehensive internal documentation has proven essential for executing sustainability-related activities effectively. By integrating international standards, frameworks, ranking methodologies, disclosure systems, and reporting principles, Zagreb Airport can address the diverse needs and expectations of all stakeholders.

We remain committed to the continuity of these initiatives and are excited to share with this Sustainability Report the significant progress we have made in our sustainability program to date. As we move forward, we look forward to continued collaboration with all partners, working together to create a more sustainable future for the airport and the communities we serve.

Sincerely,

Hüseyin Bahadır Bedir
President & CEO, Zagreb Airport

ABOUT SUSTAINABILITY REPORT

This third Sustainability Report of International Zagreb Airport Jsc. has been prepared for a reporting period from 1st January 2024 to 31st December 2024.

Even though Zagreb Airport is not legally required to report on sustainability, the Board decided to transparently communicate the ESG (Environmental, Social and Governance) subjects and present sustainability impacts, risks and opportunities with the aim to increase transparency and facilitate sustainable development. This report was prepared in accordance with the European Sustainability Reporting Standards (ESRS) and Global Reporting initiative Standards, including G4 Airport Operators Sector Disclosures. In the coming period, Zagreb Airport will continue building sustainable airport business and work towards improvement in full compliance.

Information regarding the sustainability matters of Zagreb Airport has been collected by the Working Group for sustainability reporting covering multiple departments.

The report was prepared in PDF format and published on the corporate website. Stakeholders are invited to read the report and share their comments and suggestions via the following e-mail address:

 feedback@zag.aero

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1 ABOUT ZAGREB AIRPORT



International Zagreb Airport Jsc. (cro. Međunarodna zračna luka Zagreb d.d., MZLZ), as a concessionaire of Zagreb's Franjo Tuđman Airport, took over the management and project of building a new terminal in December 2013 under a 30-year public-private partnership concession agreement with the Republic of Croatia.

International Zagreb Airport Jsc. is a company registered in Croatia whose sole shareholder is ZAIC A LIMITED, a company formed as a special purpose vehicle. As of November 2024, ZAIC-A LIMITED has five shareholders (until November 2024 there was 6 shareholders) bringing international expertise in the airport development, operation, construction, project management, and structured finance.

The opening of a new passenger terminal at Zagreb Airport in March 2017 announced a new phase of airport operations from a technological and organizational point of view. At its peak capacity, the terminal can accommodate up to 5 million passengers.

Over the past years, the airport has managed to attract a number of new airlines, some of which are among the largest airlines in the world. This has increased competitiveness and ensured a better offer of network flights to passengers.

Mission

To host global airline companies at our airport, provide services to the best extent, and create value through user-oriented approach and ensure sustainable development for all of our stakeholders and shareholders.

Vision

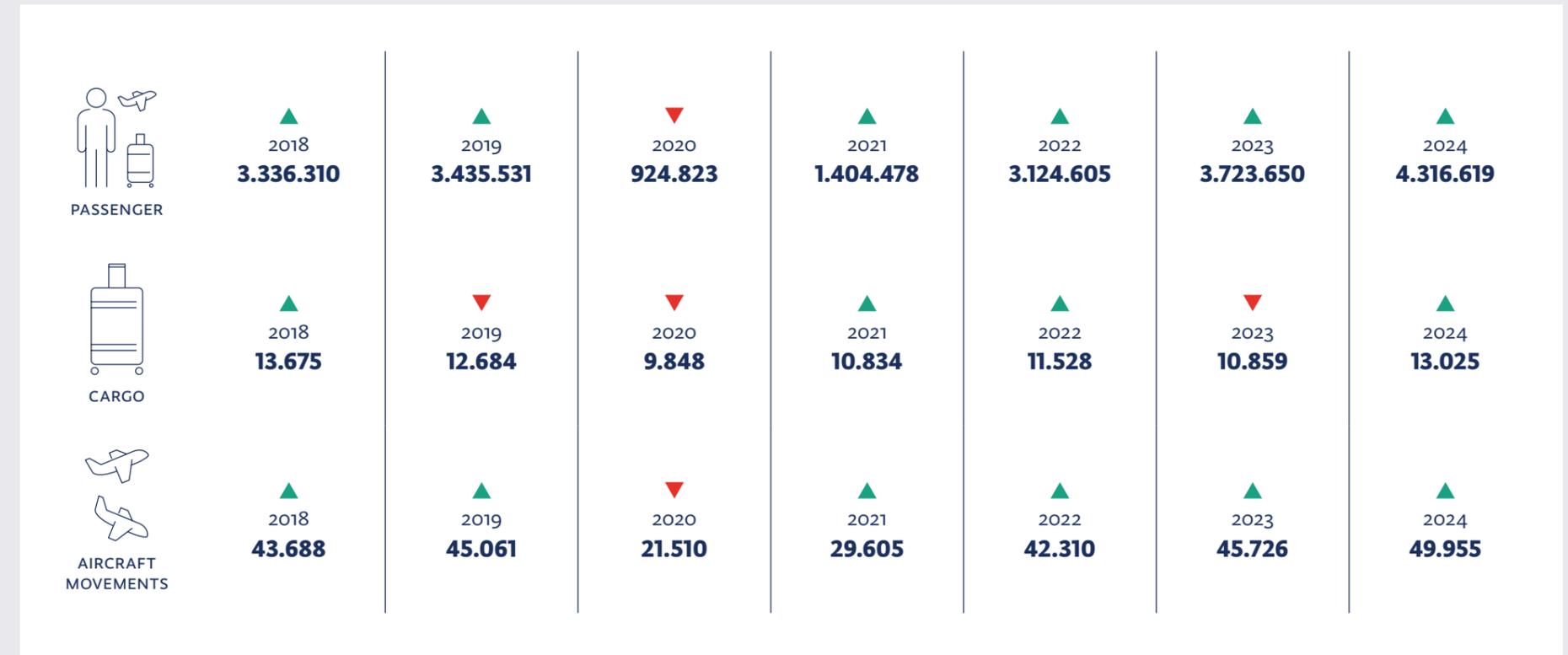
To be a leading innovative airport in the region, with strong focus on sustainability, customer satisfaction, service excellence, and continuous education of our employees, while offering high-quality facilities.



FACT AND FIGURES



TRAFFIC FIGURES



1.1 Governance

Composition and diversity of the members of the company's administrative, management and supervisory bodies

At Zagreb Airport, there are three members of the management board and five members of the supervisory board. 100% of members are male.

The Zagreb Airport management board has created a Committee of executives as a part of its internal organizational structure comprised of directors and managers who report directly to the management board. The Committee of executives consists of 10 members, of which 70% are men and 30% are women.

The Committee of executives serves as valuable support to management board in fulfilling their responsibilities. The Committee of executives convenes once a month to share and exchange information within the scope of their activities. During these meetings, they discuss and collaborate on various matters to enhance the company's operational efficiency and decision-making processes.

There are no independent board members. The indicator of the number of executive members is not applicable.



Hüseyin Bahadır BEDİR

President & CEO – Zagreb Airport

Hüseyin Bahadır Bedir has been the president and CEO of Zagreb Airport for seven years. He has had several roles in the past related to airport operations, management, and ground handling services during his 26 years of experience in this field. Before he became the president of management board and CEO of Zagreb Airport, he worked as COO and Board Member at the same airport, and prior to this position, he was the CEO of Ground Handling Company at Zagreb Airport. In his previous roles, Hüseyin Bahadır Bedir has participated in projects such as re-financing, capacity optimization, improvement of operations and commercial offerings, revenue enhancement, outsourcing of various activities, management systems, workforce and resource management, etc. Hüseyin is in the executive board of DEIK (Foreign Economic Relations Board of Türkiye) Türkiye-Croatia Business Council.



David GABELICA

Board Member

David Gabelica is the Board Member and Deputy CEO of International Zagreb Airport Jsc. Over a period of 27 years, he has acquired comprehensive experience in the management of Public Private Partnership (PPP) infrastructure projects (Zagreb International Airport, Istrian Y Motorway, Highway Jamaican 2000 toll road). Prior to his current position, he was a General Manager at BINA Istra (first Concession in Croatia). In addition to his role as MZLZ Board Member, he has various mandates in Supervisory Boards.



Nicolas DUTHILLEUL

Board Member

Nicolas Duthilleul joined Zagreb Airport in 2021 as a member of the Board and Chief Operations Officer. He was previously positioned in the Middle East as COO of Amman Airport in Jordan. His Aviation background was built in more than 30 years of experience, first as a Commercial pilot, and then in various positions in Group ADP, a major player in the Airport industry, from operational responsibilities to security, as well as Crisis management.

The role of the administrative, management, and supervisory bodies

Zagreb Airport's management board is responsible for oversight of ESG impacts, risks and opportunities. The management board sets strategy and policies, the implementation of which is delegated to lower management levels. Impacts, risks and opportunities are managed at the processes level and the directors/managers supported by the Director of Integrated management system, sustainable development and risk management department report directly to the management board.

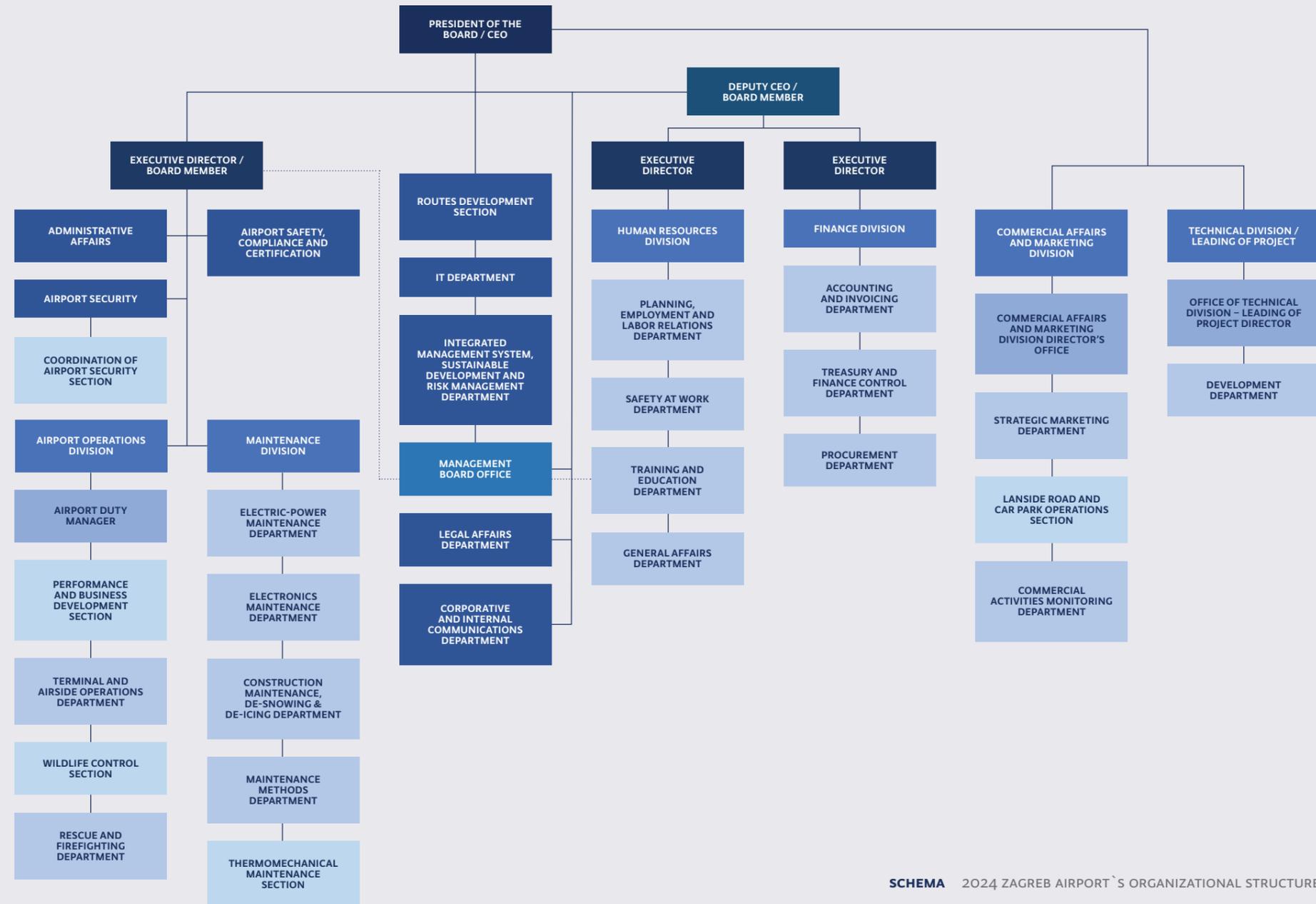
Several departments are involved in the management of ESG impacts, risks and opportunities. This includes

- ▶ **HUMAN RESOURCES DIVISION** manages impacts on its own workforce and related risks and opportunities.
- ▶ **MAINTENANCE DIVISION** manages energy efficiency and biodiversity.
- ▶ **INTEGRATED MANAGEMENT SYSTEM, SUSTAINABLE DEVELOPMENT AND RISK MANAGEMENT DEPARTMENT** manages environmental impacts (energy consumption and GHG emissions, pollution, waste, water and biodiversity).
- ▶ **FINANCE DIVISION** manage financial risks related to Capex, Opex and Revenues.
- ▶ **PROCUREMENT DEPARTMENT** manages relationships with suppliers and risks stemming from the supply chain.
- ▶ **AIRPORT OPERATIONS DIVISION** manages optimization of operational activities.
- ▶ **CORPORATIVE AND INTERNAL COMMUNICATIONS DEPARTMENT** organizes and conducts engagement with the local community and public.
- ▶ **DEVELOPMENT DEPARTMENT** manages green projects.

Zagreb Airport recognizes that it is not enough to merely state commitment to sustainability. Robust controls and procedures must be in place to manage its impacts, mitigate risks, and seize opportunities. These sustainability commitments are deeply integrated into the organization through dedicated controls and procedures, sustainability policies, and international management standards (ISO 9001 Quality Management System, ISO 10002 Quality management Customer satisfaction Guidelines for complaints handling in organizations, and ISO 14001 Environmental Management System). The heads of various organizational units, which may include positions such as head, director, or manager depending on the specific unit's structure, are responsible for ensuring that sustainability considerations are integrated into the daily operations of Zagreb Airport. These organizational units encompass corporative and internal communications department, procurement, finance, airport operations, maintenance, development, human resources, integrated management system, sustainable development and risk management department, safety, security, routes development section, IT department, legal, and commercial. Top management reviews the Integrated Management System at planned intervals to ensure its continuing suitability, adequacy, effectiveness and alignment with the strategic direction of Zagreb Airport.

Zagreb Airport's management board is responsible for setting the overall strategic direction of the organization. The management board approves the overarching sustainability targets and ensures they are aligned with the organization's strategy, while heads of organizational units are accountable for achieving targets and integrating sustainability considerations into business decisions. Heads of organizational units play a crucial role in setting targets within their areas of responsibility. They define their organizational unit-specific targets that contribute to the overall organizational targets, monitor progress, and implement corrective actions as needed. Most importantly, they ensure that operational decisions align with sustainability and risk management goals. Heads of organizational units are responsible for reporting the progress and possible challenges to the management board. The management board reviews performance reports and evaluates progress towards targets during regular board meetings. Progress towards targets is measured with internally set KPIs, which encompass a range of environmental, social, and governance matters. Regular reviews, meetings, and performance evaluations allow management and supervisory bodies to assess progress, identify challenges, and adjust strategies as needed.

Zagreb Airport recognizes the importance of possessing and leveraging sustainability-related expertise to effectively oversee the organization's sustainability matters. Zagreb Airport's management board members and heads of organizational units possess direct sustainability-related expertise gained through their professional backgrounds, experiences, and education. This expertise enriches discussions and decisions on sustainability matters. Furthermore, as a part of Group Aéroports de Paris (ADP), Zagreb Airport has access to rich internal knowledge and experience from peer airports within the ADP Group. The undertaking also maintains access to external experts, advisors, and consultants with specialized sustainability knowledge. These professionals contribute by providing insights, conducting assessments, and offering guidance on the best practices. By leveraging both internal and external resources, and aligning these skills with material impacts, risks, and opportunities, the organization enhances its ability to make informed decisions that contribute to long-term success and sustainable growth.



SCHEMA 2024 ZAGREB AIRPORT'S ORGANIZATIONAL STRUCTURE

Provided information and sustainability matters addressed by the company's administrative, management, and supervisory bodies

The management board is regularly informed about material impacts, risks and opportunities by the heads of organizational units involved in day-to-day management. The Director of Integrated management system, sustainable development and risk management department reports directly to the President of the Board. This report covers annual assessments of impacts, planned and implemented actions, and progress metrics related to various environmental factors. These factors include energy consumption, carbon emissions, water usage and quality, waste generation and disposal, air and water pollution, soil pollution, as well as noise impacts. Some of the reports are published on the company's intranet portal and website. Executive director/HR department director directly informs the management board about the workforce related impacts, risks and opportunities, while the Head of Corporate and Internal Communication Department delivers information about the initiatives with the local community. Information in regards to the irregularities, unlawful behavior or behavior in contradiction to the Code of Ethics are reported directly to the ethics commissioner who reports to the management board in line with the procedure from the Code of Ethics. The airport has adopted the rulebook on reporting irregularities based on which a confidential person is responsible for receiving reports of irregularities, communicating with the informer, and conducting the protection procedure in connection with the report of irregularities.

Since taking over the management of Franjo Tuđman Airport, Zagreb Airport's management board has been responsible for the environment and stakeholders, taking into account their interests and adapting the strategy accordingly. In 2022, the management board adopted a new strategy for the period until 2025, which marks the beginning of the transformation of the airport into a carbon-free mobility hub. The management board is informed about the most significant impacts and receives information about the arising risks and opportunities. The management board consequently bases its strategic decisions on this information with the aim of achieving balance between economic, social and environmental goals.

In 2024, the management board addressed the following sustainability matters:

- ▶ **CARBON REDUCTION STRATEGY** – providing strategic directions and support to the staff responsible for the design of the decarbonization action plan.
- ▶ **WORKER'S REPRESENTATIVES** – participated in the negotiations with the employer regarding various employment conditions and benefits.
- ▶ **ENVIRONMENTAL IMPACTS STEMMING FROM EMISSIONS, WATER CONSUMPTION AND WASTE** – the board receives regular reports in regards to relevant KPIs. As there were no cases of non-compliance, these issues were not further addressed.
- ▶ **NOISE REDUCTION PLAN** – participation in the design of measures and collaboration with other aviation stakeholders involved in the solution.
- ▶ **CARBON REDUCTION ACTION PLAN** – providing actions related to the reduction of carbon emissions on a daily basis.

In 2024, the management board members and process owners participated in a Management review meeting that covers ESG topics such as: Objectives, results and adequacy of resources, Company strategic goals, External and internal issues (SWOT Analysis), Actions taken to address risks and opportunities, IMS Documentation Management, Status of NCs and Internal Audit performance, 2024 Process Performance, Product conformance, Performance of external providers, Opportunities for Improvement, Environmental objectives monitoring, Significant Environmental aspects and impacts, EMS Performance, Evaluations of Compliance with legal and other requirements, Environmental Action plan, Opportunities for Environmental Improvement, Complaints Handling and Customer satisfaction.

In the reporting period incentive schemes were not linked to sustainability matters.

Statement on due diligence

| CORE ELEMENTS OF DUE DILIGENCE | LOCATION IN THE SUSTAINABILITY STATEMENT |
|--|--|
| a) Embedding due diligence in governance, strategy, and business model | 15, 68-71 |
| b) Engaging with affected stakeholders in all key steps of the due diligence | 15, 52-53, 54-67, 129-130, 141-142 |
| c) Identifying and assessing adverse impacts | 54-67, 68-71 |
| d) Taking actions to address those adverse impacts | 78-88, 97-111, 113, 114, 116-117, 132-135, 144-148 |
| e) Tracking the effectiveness of these efforts and communicating | 88-93, 112, 113, 114-115, 135, 139, 149 |



Risk management and internal controls over sustainability reporting

Sustainability reporting begins with the commitment of the management board to sustainable and responsible business. Through strategic documents, mission, vision and policies, Zagreb Airport’s management board communicates their determination to generate sustainable value for all stakeholders. The management board is responsible for oversight of sustainability matters as well as the sustainability reporting process.

Zagreb Airport identified the possibility of incomplete or inaccurate data as a risk related to sustainability reporting. In order to mitigate this risk, data for sustainability reporting has been collected throughout the year and delivered by respective organizational units responsible for managing impact. The Director of Integrated management system, sustainable development and risk management department is responsible for consolidating data on the Zagreb Airport level and preparing reports to the stakeholders. Collected data has been reviewed by each organizational unit and the Director of Integrated management system, sustainable development and risk management department ensuring four eyes principle.

The process of preparing sustainability reporting is managed by the Integrated management system, sustainable development and risk management department and the Director of Integrated management system, sustainable development and risk management department reports to the Board about the progress, challenges and identified risks on a monthly basis.

1.2 Strategy, business model and the value chain

Zagreb Airport is an international airport with 229 employees, offering airport infrastructure and services to 20 global airline companies and their passengers.

On December 5, 2013, International Zagreb Airport Jsc., as the concessionaire, took over the management of Zagreb Airport and started the provision of airport services, i.e., the performance of all business activities taken over from Zagreb Airport Ltd. In accordance with the Concession Agreement, International Zagreb Airport Jsc. is obliged to build a new passenger terminal (this obligation was successfully completed) and manage the existing terminal, as well as to ensure continued provision of all management and commercial airport services throughout the concession period.

Airport services, such as ground handling services, are subcontracted to the company HAVAS – Ground Handling Services Ltd. In relation to the commercial airport services, namely the food and beverage services are subcontracted to BTA Hrvatska d.o.o., retail shops and duty-free sales are subcontracted to SDA Croatia d.o.o., while advertising and publicity services are subcontracted to company IAAC Advertising.



Airlines operated 2024

- AEF AEGEAN AIRLINES
- AFR AIR FRANCE
- ASL AIR SERBIA
- AUA AUSTRIAN AIRLINES
- BAW BRITISH AIRWAYS
- CTN CROATIA AIRLINES
- DLH LUFTHANSA
- EWG EUROWINGS LUFTVERKEHRS, AG
- FDB FLYDUBAI
- IBE IBERIA
- KLM K.L.M. ROYAL DUTCH AIRLINES
- LOT LOT - POLSKIE LINIE LOTNICZE
- NSZ NORWEGIAN AIR SWEDEN
- PGT PEGASUS HAVA TASIMACILIGI
- QTR QATAR AIRWAYS
- RZR RYANAIR
- TDR TRADE AIR
- THY TURKISH AIRLINES
- TSC AIR TRANSAT
- TWB T'WAY AIR

Destinations 2024

- ACE Lanzarote
- AGP Malaga
- ALC Alicante
- AMS Amsterdam
- ARN Arlanda-STO
- ATH Athens
- BCN Barcelona
- BEG Belgrade
- BER Berlin Brandenburg
- BGY Milan Bergamo
- BRU Brussels
- BSL Basel
- BVA Beauvais-Tille
- BWK Brač
- CDG Paris CDG
- CFU Kerkyra/Corfu
- CGN Cologne
- CPH Copenhagen Kastrup
- CRL Charleroi
- DBV Dubrovnik
- DOH Doha
- DUB Dublin
- DUS Dusseldorf
- DXB Dubai
- EIN Eindhoven
- FCO Rome
- FKB Karlsruhe
- FMM Memmingen
- FRA Frankfurt
- GOT Gothenburg
- GRO Girona
- HHN Hahn
- ICN Incheon
- IST Istanbul
- KGS Kos/Ippokratris
- LHR London Heathrow
- MAD Madrid
- MAN Manchester
- MLA Gudja
- MMX Malmo
- MRS Marseille
- MUC Munich
- NAP Naples
- NRN Weeze
- OMO Mostar
- OSI Osijek
- PFO Paphos
- PMI Palma De Mallorca
- PSA Pisa
- PUY Pula
- SAW Istanbul Sabiha G.
- SJJ Sarajevo
- SKG Thessaloniki
- SKP Skopje
- SOF Sofia
- SPU Split
- STN Stansted
- STR Stuttgart
- TGD Podgorica
- TIA Tirana
- TLV Tel Aviv Yafo
- TRF Torp Sandefjord
- VIE Vienna
- WAW Warsaw
- YYZ Toronto
- ZAD Zadar
- ZRH Zurich



Franjo Tuđman Airport

Zagreb Airport is named after Franjo Tuđman, the first President of Croatia. The airport occupies a total area extending over approximately 3.28 km² and it is located around 10 km from Zagreb's city center. With 4 316 619 passengers in 2024, it is the largest and busiest airport in Croatia. It is the hub of the Croatian flag carrier Croatia Airlines and the main base of the Croatian Air Force.

The catchment area is 4.5 million passengers and 15 000 t of cargo within 2 hours of driving distance, with category for firefighting CAT 9 and reference code of Franjo Tuđman Airport is 4E. There is one primary runway which is 3 252 m long. In 2024, Zagreb Airport served in total of 20 airlines and 67 commercial destinations. There were in total 24 977 operations. The minimum connection time between flights at Zagreb Airport is 40 minutes.



Traffic data

TABLE TOTAL NUMBER OF ARRIVING AND DEPARTING PASSENGERS

| | 2023 | | | 2024 | | |
|-------------------------|------------------|------------------|------------------|----------------|------------------|------------------|
| PASSENGERS | DOMESTIC | INTERNATIONAL | TOTAL | DOMESTIC | INTERNATIONAL | TOTAL |
| Arriving passengers | 195.765 | 164.403 | 360.168 | 233.571 | 1.949.749 | 2.183.320 |
| Departing passengers | 1.685.036 | 1.678.446 | 3.363.482 | 208.696 | 1.924.603 | 2.133.299 |
| Total passengers | 1.880.801 | 1.842.849 | 3.723.650 | 442.267 | 3.874.352 | 4.316.619 |

TABLE TOTAL NUMBER OF PASSENGERS BY AIRPORT USE

| | PASSENGERS | ORIGIN AND DESTINATION | TRANSFER | TRANSIT | TOTAL |
|-------------|------------|------------------------|----------|---------|-----------|
| 2023 | 18.746 | 3.505.860 | 191.051 | 7.993 | 3.723.650 |
| 2024 | 38.618 | 4.073.777 | 195.513 | 8.711 | 4.316.619 |

TABLE TOTAL AMOUNT OF CARGO

| | 2023 | 2024 |
|--|-----------|-----------|
| Total amount of cargo tonnage arriving at the airport broken down by: | 5.086.203 | 6.632.148 |
| ▶ cargo transported on all-cargo flight | 3.475.102 | 3.725.928 |
| ▶ cargo transported on passenger flights (belly cargo) | 1.611.101 | 2.906.220 |
| Total amount of cargo tonnage departing at the airport, broken down by: | 4.089.433 | 4.362.920 |
| ▶ cargo transported on all-cargo flight | 2.747.665 | 2.895.929 |
| ▶ cargo transported on passenger flights (belly cargo) | 1.341.768 | 1.466.991 |

TABLE TOTAL NUMBER OF AIRCRAFT MOVEMENTS BROKEN DOWN BY FLIGHT CATEGORIES

| | 2023 | | | | 2024 | | | |
|---|----------|---------------|----------|---------------|----------|---------------|----------|---------------|
| | DAY | | NIGHT | | DAY | | NIGHT | |
| | DOMESTIC | INTERNATIONAL | DOMESTIC | INTERNATIONAL | DOMESTIC | INTERNATIONAL | DOMESTIC | INTERNATIONAL |
| Total number of arriving aircraft movements broken down by the following flight categories: | 3312 | 16647 | 196 | 2707 | 2730 | 13612 | 1138 | 7497 |
| ▶ commercial passenger | 2882 | 14051 | 184 | 2560 | 2413 | 11743 | 1081 | 6578 |
| ▶ commercial cargo | 0 | 954 | 0 | 79 | 0 | 552 | 0 | 497 |
| ▶ general aviation | 408 | 1484 | 10 | 63 | 314 | 1273 | 54 | 396 |
| ▶ state aviation | 22 | 158 | 2 | 5 | 3 | 44 | 3 | 26 |
| Total number of departing aircraft movements broken down by the following flight categories: | 2954 | 18089 | 547 | 1274 | 2578 | 15561 | 1291 | 5548 |
| ▶ commercial passenger | 2503 | 15569 | 543 | 1057 | 2245 | 13557 | 1256 | 4757 |
| ▶ commercial cargo | 0 | 849 | 0 | 187 | 0 | 518 | 0 | 530 |
| ▶ general aviation | 426 | 1516 | 4 | 27 | 330 | 1421 | 34 | 253 |
| ▶ state aviation | 25 | 155 | 0 | 3 | 3 | 65 | 1 | 8 |



Zagreb Airport’s Sustainability strategy “Airports for Trust”

As the aviation industry requires transformation, Zagreb Airport, as part of Group Aéroports de Paris (Group ADP), adopted a new strategy that will guide them towards a more sustainable and efficient airport model, in line with changing societal and environmental expectations.

Over the 2022–2025 period, the aim is to lay the foundations for long-term structural transformation, both in terms of environmental transition and the relationship with stakeholders, while preserving operational excellence.

The challenge of the strategy for 2022–2025 is to reconcile competitiveness and responsibility by providing concrete evidence of sustainability commitments in terms of:

- ▶ **ENVIRONMENTAL CONCERNS:** Zagreb Airport assumes its position in the necessary environmental transition of the air transport sector. The airport of the future will be sustainable, easy to access, and mindful of the environment and biodiversity.

- ▶ **SOCIETAL CONCERNS:** the local community around the airport must first and foremost benefit from the Zagreb Airport’s activities in terms of economic development and improvement of the living environment.
- ▶ **SOCIAL CONCERNS:** the Zagreb Airport’s responsibility is embodied on a daily basis in the attention paid to its employees, both in terms of professional development and in terms of actions in favor of equality and working conditions, ensuring the well-being of each employee.
- ▶ **GOVERNANCE:** an undertaking can only develop sustainably by mobilizing and raising awareness of its entire ecosystem on corporate social responsibility, by introducing its various dimensions into its activities and into its relations with its external stakeholders: customers, suppliers, and civil society in a shared demand for exemplarity. To succeed in these various challenges, Zagreb Airport develops a CSR culture shared by all its employees. This is one of the guarantees of success of this sustainability strategy.

2025 Airports for Trust CSR strategy

ENVIRONMENTAL

1. MOVE TOWARDS ZERO ENVIRONMENTAL IMPACT OPERATIONS ON OUR SCOPE OF RESPONSIBILITY
2. ACTIVELY PARTICIPATE IN THE AVIATION SECTOR’S ENVIRONMENTAL TRANSITION EFFORTS AND, WHEN APPLICABLE, PROVIDE SOLUTIONS AIRSIDE
3. PROMOTE THE INTEGRATION OF EACH AIRPORT INTO A LOCAL RESOURCE SYSTEM
4. REDUCE THE ENVIRONMENTAL FOOTPRINT OF AIRPORT PLANNING AND DEVELOPMENT PROJECTS

SOCIETAL

1. IMPROVE THE LIVING CONDITIONS OF LOCAL POPULATIONS AND THE NOISE EXPOSURE REDUCTION
2. BUILD A LONG-TERM RELATIONSHIP OF TRUST WITH THE TERRITORIES AND LOCAL STAKEHOLDERS
3. SPREAD THE BENEFITS OF THE AIRPORT ACTIVITY FOR LOCAL COMMUNITIES
4. FEDERATE THE AIRPORT COMMUNITY

SOCIAL

1. SUPPORT THE EVOLUTION OF ORGANIZATIONS TO ADAPT TO NEW CHALLENGES
2. SUPPORT THE PROFESSIONAL DEVELOPMENT OF ALL EMPLOYEES
3. PROMOTE DIVERSITY
4. GUARANTEE HEALTH AND SAFETY AT WORK

EXEMPLARY OPERATOR

(Governance, Ethics & Risks, Purchasing, Innovation)

1. DEVELOP A SHARED CSR CULTURE TO BETTER INTEGRATE THE FINANCIAL AND EXTRA-FINANCIAL DIMENSIONS INTO THE STRATEGIC MANAGEMENT
2. ENSURE EXEMPLARY GOVERNANCE THAT MEETS THE HIGHEST STANDARDS AND MANAGE RISKS TO PROTECT THE GROUP AND ITS EMPLOYEES
3. PROVIDE A MEMORABLE EXPERIENCE FOR ALL TYPES OF CUSTOMERS, BY INVOLVING ALL STAKEHOLDERS IN OUR PROMISE OF RESPONSIBILITY AND HOSPITALITY
4. DRIVE THE TRANSFORMATION OF PURCHASE BY INTEGRATING THE ECOSYSTEM OF OUR SUPPLIERS

As a member of the international airport development and management group ADP, Zagreb Airport has adopted environmental and social strategic priorities shared by the other 23 airports in the network.

With these sustainability commitments, Zagreb Airport will make a positive contribution to the achievement of the following Sustainable Development Goals (SDGs).



In order to demonstrate how Zagreb Airport can help to advance the SDGs by operating responsibly out of 17 goals we have chosen 6 SDGs goals presented in tables.



SDG TARGET 3.4:
Noncommunicable diseases and mental health

By 2030, reduce by one third premature mortality from non-communicable diseases through prevention and treatment and promote mental health and well-being

MZLZ promotes mental and physical health and overall well-being among its employees by which it makes positive contribution to the prevention of non-communicable diseases.

Indicators:

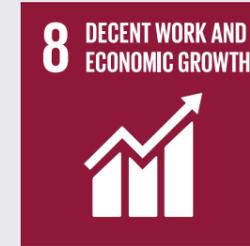
- Number of employees that completed free annual health check-ups performed systematic reviews
- Number of employees in the sport club

MZLZ Contribution:

- Free annual health check-ups for employees
- MZLZ sport club
- Multisport cards

| INDICATORS | 2023 | 2024 | N/N-1 |
|---|------|------|--------|
| GOOD HEALTH AND WELL-BEING | | | |
| Number of MZLZ employees that completed free annual health check-ups performed systematic reviews | 116 | 127 | 9,48% |
| Number of MZLZ employees in the sport club | 151 | 147 | -2,65% |

In 2024, 127 MZLZ employees completed the free annual health check-up, compared to 116 employees in 2023 which is a 9,48% increase. The share of employees who completed the health check-up increase from 50,43% in 2023 to 55,46% in 2024. Additionally, 147 employees were part of the sports club, showing a slight 2,65% decrease from 151 members in 2023. The share of employees in the sports club decreased from 65,65% in 2023 to 64,19% in 2024.



SDG TARGET 8.8:
Protect Labour Rights and Promote Safe and secure Working Environments for all workers, including migrant workers, in particular women rights, and those in precarious employment

MZLZ protects labour rights and promotes safe and secure working environment for all workers

Indicators:

- Number of accidents and other health and safety incidents reported
- Number of health and safety trainings
- The average number of training hours per employee
- New indicator (proposal): Procurement policies that ensure decent employment by sub-contractors and that avoid child and forced labor throughout the supply chain.

MZLZ Contribution:

- Occupational health and safety training and awareness are carried out to promote workplace safety across staff, contractors, and others in the airport community.
- MZLZ offers numerous internal and external training opportunities to own employees with the aim to equip them with skills for a successful future.

| INDICATORS | 2023 | 2024 | N/N-1 |
|--|------|------|---------|
| DECENT WORK AND ECONOMIC GROWTH | | | |
| Number of accidents and other health and safety incidents reported | 1 | 2 | 100% |
| Number of health and safety trainings | 59 | 141 | 138,98% |
| The average number of training hours per MZLZ employee (Women) | 11,5 | 4,5 | -60,87% |
| The average number of training hours per MZLZ employee (Man) | 21,9 | 12,7 | -42,01% |

In 2024, the number of accidents and other health and safety incidents reported increased to 2, compared to 1 in 2023, reflecting a 100% increase. Regarding health and safety training, 25,65% of employees completed the health and safety training in 2023, and 61,57% of employees completed the training in 2024, giving an increase of 138,98%. The average number of training hours per MZLZ employee for women decreased to 4,5 hours in 2024, down from 11,5 hours in 2023, showing a 60,87% decrease. For men, the average number of training hours decreased to 12,7 hours in 2024, compared to 21,9 hours in 2023, a 42,01% decrease.

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE

SDG TARGET 9.1: Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all

TARGET: 9.4: By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities

MZLZ upgrades existing buildings and infrastructure utilizing environmentally sound and resource-efficient technologies, and adopts green design and construction principles for new developments, so that they are more sustainable

Indicators:

- ❑ Number of energy efficiency measures implemented in the reporting period

MZLZ Contribution:

- ☑ Zagreb Airport has been awarded a LEED Silver certificate.
- ☑ MZLZ continuously invests in improving energy efficiency.

- ☑ In 2024, measures included: Installation of UPSs (Uninterruptible power supply) in Trafostations TS-3 and TS-4, Enhanced maintenance and modifications of HS Cargo -regulation over outside temperature refurbishing, Enhanced maintenance and modifications of HS Technical base (secondary system only)-works (phase 2/2), Solar plant on Technical base, 250 kW, Switching halogen lights to LED on the East apron.

| INDICATORS | 2023 | 2024 | N/N-1 |
|---|------|------|-------|
| INDUSTRY, INNOVATION AND INFRASTRUCTURE | | | |
| Number of energy efficiency measures implemented in the reporting period | 5 | 5 | 0% |
| Reconstruction of RWY approach 22 lights, halogen to LED | | | |
| ▶ 1st phase: runway thresholds and end lights replacement | 1 | | |
| ▶ 2nd phase: replacement of APH/APL 22 system | | | |
| Lighting replacement on the public road and car parks | 1 | | |
| Reconstruction and modernization of heating substation in Technical base (phase1/2) | 1 | | |
| Fan-coil replacement in Annex East (Dogradnja Istok)-HAVAS premises | 1 | | |
| Installation of UPSs (Uninterruptible power supply) in Trafostations TS-3 and TS-4 | 1 | 1 | |
| Enhanced maintenance and modifications of HS Cargo-regulation over outside temperature refurbishing | | 1 | |
| Enhanced maintenance and modifications of HS Technical base (secondary system only)-works (phase 2/2) | | 1 | |
| Solar plant on Technical base, 250 kW | | 1 | |
| Switching halogen lights to LED on the East apron | | 1 | |



In 2023, a series of energy efficiency measures were successfully implemented, including the following:

- ▶ Reconstruction of RWY approach 22 lights, transitioning from halogen to LED, with the first phase involving the replacement of runway thresholds and end lights, and the second phase covering the replacement of the APH/APL 22 system.
- ▶ Replacement of lighting on the public road and car parks.
- ▶ Reconstruction and modernization of the heating substation at the Technical base (phase 1/2).
- ▶ Replacement of fan-coils in the Annex East at the HAVAS premises.
- ▶ Installation of UPSs (Uninterruptible power supply) in Trafostations TS-3 and TS-4 (project started in 2023).

In 2024, additional energy efficiency measures were implemented, including:

- ▶ Installation of UPSs (Uninterruptible power supply) in Trafostations TS-3 and TS-4 (project finished in 2024).
- ▶ Enhanced maintenance and modifications at HS Cargo, including regulation over outside temperature refurbishing.
- ▶ Continued enhancements and modifications to the HS Technical base (secondary system) in phase 2/2.
- ▶ Installation of a 250 kW solar plant on the Technical base.
- ▶ Switching halogen lights to LED on the East apron.

In 2024, the total number of energy efficiency measures implemented remained the same as in 2023, with 5 measures carried out in both years, resulting in a 0% change.



SDG TARGET 10.3: Ensure equal opportunity and reduce inequalities of outcome, including through eliminating discriminatory laws, policies and practices and promoting appropriate legislation, policies and actions in this regard

MZLZ commits to basing employment relationships on the principles of equal opportunity and fair treatment.

Indicators:

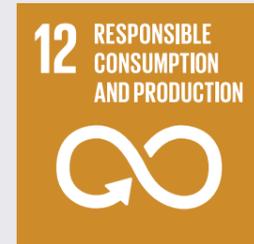
- Legally confirmed cases of discrimination
- Awareness-raising initiatives regarding diversity and equality

MZLZ Contribution:

- MZLZ has the Code of Ethics which outlines the standard for ethical conduct, promoting integrity, accountability, and responsible actions.
- In 2022, MZLZ adopted a new Rulebook on the procedure for internal irregularities reporting, which guides employees through the process from identifying the misconduct to reporting and follow-up.
- Human resources rules and procedures are in line with Croatian Labor Law, IFC Performance Standard 2 and EBRD requirements

| INDICATORS | 2023 | 2024 | N/N-1 |
|--|------|------|-------|
| REDUCED INEQUALITIES | | | |
| Legally confirmed cases of discrimination | 0 | 0 | 0% |
| Awareness-raising initiatives regarding diversity and equality | 0 | 0 | 0% |

In 2024, there were no legally confirmed cases of discrimination, the same as in 2023. Additionally, there were no awareness-raising initiatives regarding diversity and equality in either 2023 or 2024, resulting in no change for both indicators and a 0% difference.



SDG TARGET 12.5: By the end of 2030, significantly reduce waste generation by preventing or reducing its creation, i.e. by processing and reusing waste

TARGET 12.7: Promote public procurement practices that are sustainable in line with national policies and priorities

MZLZ works to reduce waste and promotes sustainable procurement practices

Indicators:

- Total amount of waste
- Number of waste management trainings for staff
- Share of recycled waste

MZLZ Contribution:

- MZLZ annually reports on hazardous and non-hazardous waste
- Waste is segregated and disposed according to appropriate waste management hierarchy
- MZLZ has contracts with waste company contractors that are in possession of all necessary licences, and ensure full traceability and specific actions for special waste (polluted soil, asbestos, paint with lead...)
- Hazardous waste is stored in waterproof, properly marked containers (with hazardous waste label, type – key number and quantity).
- MZLZ established suppliers qualification and selection process based on predefined criteria

| INDICATORS | 2023 | 2024 | N/N-1 |
|--|----------|----------|---------|
| RESPONSIBLE CONSUMPTION AND PRODUCTION | | | |
| Total amount of waste | 1.266,27 | 1.481,07 | 16,96% |
| Number of waste management trainings for staff | 14 | 152 | 985,71% |
| Share of recycled waste | 6,8% | 5,90% | -13,24% |

In 2024, the total amount of waste increased to 1.481,07 tons, up from 1.266,27 tons in 2023, representing a 16,96% increase. The number of waste management trainings for staff increased significantly, from 14 in 2023 to 152 in 2024, an increase of 985,71%. However, the share of recycled waste slightly decreased, from 6,8% in 2023 to 5,9% in 2024, showing a 13,24% reduction.



SDG TARGET 13.1:
Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries

MZLZ's management recognizes the need and embraces the responsibility to develop and operate infrastructure and services in a way that allows to effectively contribute to the decarbonization efforts of the aviation industry with the end goal of eliminating negative impacts on global warming.

Indicators:

- Total GHG emissions
- GHG intensity
- Implementation of activities described in the CO₂ strategy

MZLZ Contribution:

- MZLZ conducted a Climate-related physical risks Study using a scenario analysis approach in 2021 to review the baseline/observed climatic conditions and future climatic conditions. It is concluded that there is no need for the implementation of additional impact reduction measures, nor for further risk assessment.

- MZLZ pledged to achieve net zero operations by 2050, with a midpoint target at 2030.
- MZLZ developed a carbon management action plan and a Stakeholder Engagement Plan to support the 2050 Net Zero Carbon Pledge.
- MZLZ's Corporate Environmental Policy, supported by the Annual Environmental Sustainability Plan, sets out a range of targets and footprint reduction initiatives across key impact areas.
- MZLZ publishes annual EU taxonomy reports that measure alignment with sustainability criteria for airport infrastructure.
- MZLZ participates in the ACI ACA program on an annual basis.

| INDICATORS | 2023 | 2024 | N/N-1 |
|--|-----------|-----------|---------|
| CLIMATE ACTION | | | |
| Total GHG emissions | 67.131,73 | 59.422,01 | -11,48% |
| GHG intensity per net revenue | 0,0009194 | 0,0006500 | -29,30% |
| Implementation of activities described in the CO ₂ strategy | | | |

In 2024, total GHG emissions decreased to 59,422.01 tons, down from 67,131.73 tons in 2023, representing an 11,48% reduction. Additionally, the GHG intensity per net revenue improved, dropping from 0.0009194 in 2023 to 0.0006500 in 2024, a 29,30% decrease.

The implementation of activities related to CO₂ reduction is outlined under SDG Target 9.

Main sustainability challenges ahead Carbon reduction plan

In the face of escalating climate change concerns, the aviation industry is tasked with the urgent responsibility to mitigate its environmental impact. With aviation contributing to around 2–3% of global human-caused greenhouse gas (GHG) emissions, the imperative for swift action has never been clearer. The industry's growth trajectory, while indicative of the global connectivity it facilitates, also underscores the need for transformational changes to ensure a sustainable future.

Aviation's intricate role in connecting people, cultures, and economies cannot be underestimated. However, its emissions, primarily from aircraft operations and stationary sources consumption, significantly contribute to the ongoing climate crisis. As societies rally for comprehensive climate action, the aviation sector faces a dual challenge: to maintain its vital role in global connectivity while dramatically reducing its carbon footprint.

As climate change has become one of the most urgent challenges of our time, all sectors, including the carbon intensive aviation industry, need to do their part and commit to reducing the impact on climate change. In line with the EU Green Deal and Destination 2050 – A route to net zero European aviation roadmap by Airports Council International Europe (ACI EUROPE), Zagreb Airport's management recognizes the need and embraces the responsibility to develop and operate their infrastructure and services in a way that allows them to effectively contribute to the decarbonization efforts of the aviation industry with the end goal of eliminating negative impacts on global warming.



Toulouse Declaration

Zagreb Airport is proud to endorse the Toulouse Declaration on aviation decarbonisation reaffirming its commitment to becoming a net zero airport by 2050.

The Toulouse Declaration marks a historic milestone in the pursuit of sustainability within European aviation. It represents the inaugural collaborative effort, uniting both public and private sectors, to advance the ambitious objective of achieving net zero carbon dioxide (CO₂) emissions in European aviation by the year 2050. This pioneering initiative not only sets a precedent within Europe, but also serves as a groundbreaking global model by bringing together all relevant EU stakeholders to outline the fundamental principles and necessary actions for the decarbonization and transformation of the continent's aviation industry. By signing the Toulouse Declaration, Europe becomes the first region in the world to achieve an agreement between public bodies and private stakeholders on aviation decarbonization, reaffirming its commitment to transitioning to sustainable aviation.

The Toulouse Declaration has garnered significant support from various European airports and airport associations, aligning seamlessly with their commitment, articulated in the ACI EUROPE Resolution of June 2019. This resolution originally committed European airports to the audacious goal of achieving net zero CO₂ emissions by 2050 at the latest. 89 airport operators from a total of 311 airports have pledged their endorsement of the Toulouse Declaration, signifying their unwavering dedication to this crucial sustainability endeavor.

By signing The Toulouse Declaration the aviation stakeholders declare that they:

- ▶ Strive to ensure environmentally, socially and economically sustainable and inclusive connectivity in Europe and worldwide.
- ▶ Reaffirm their commitment to the decarbonisation of aviation by 2050.
- ▶ Support a basket of measures with effective and ambitious interim milestones, to accelerate the transition of both the European as well as the international aviation sector to reach net zero carbon emissions by 2050, such as aircraft technology improvement, improvements in operations, the use of sustainable aviation fuels, market-based measures, carbon pricing, financial incentives, and support to foster environmental and climate innovation in the sector, a number of which are addressed in the Fit for 55 package.
- ▶ Acknowledge the social dimension of the transition towards sustainable aviation and the importance of fostering social sustainability and just transition, including through adequate social dialogue conducted at all stages, as well as reskilling and upskilling of workers.
- ▶ Welcome initiatives for a regular and constructive dialogue, in Europe and worldwide, on the decarbonisation of aviation between authorities, industry and civil society.
- ▶ Call upon all partners worldwide to work together towards the adoption at the 41st ICAO Assembly of an ambitious long-term aspirational goal (LTAG) for international aviation of net zero carbon emissions by 2050.
- ▶ Invite other countries and international organisations to join this declaration, engage in the development of sectoral roadmaps, and work together towards sustainability and decarbonisation of aviation worldwide.



ACI Europe Resolution

Zagreb Airport is committed to achieving net zero carbon emissions by 2050. This is shown by signing the ACI Europe Resolution, which is a formal document showing the commitment of the European airport community to reducing the negative impact of the aviation industry on climate change.

The ACI Europe Resolution supports the objectives set by the Paris Agreement's central aim to strengthen the global response to the threat of climate change by keeping the global temperature rise this century below 2°C above pre-industrial levels and by pursuing efforts to limit the temperature increase to 1.5°C.

Goals set by signatory airports are compatible with limiting global warming to 1.5°C in line with the Paris Agreement.

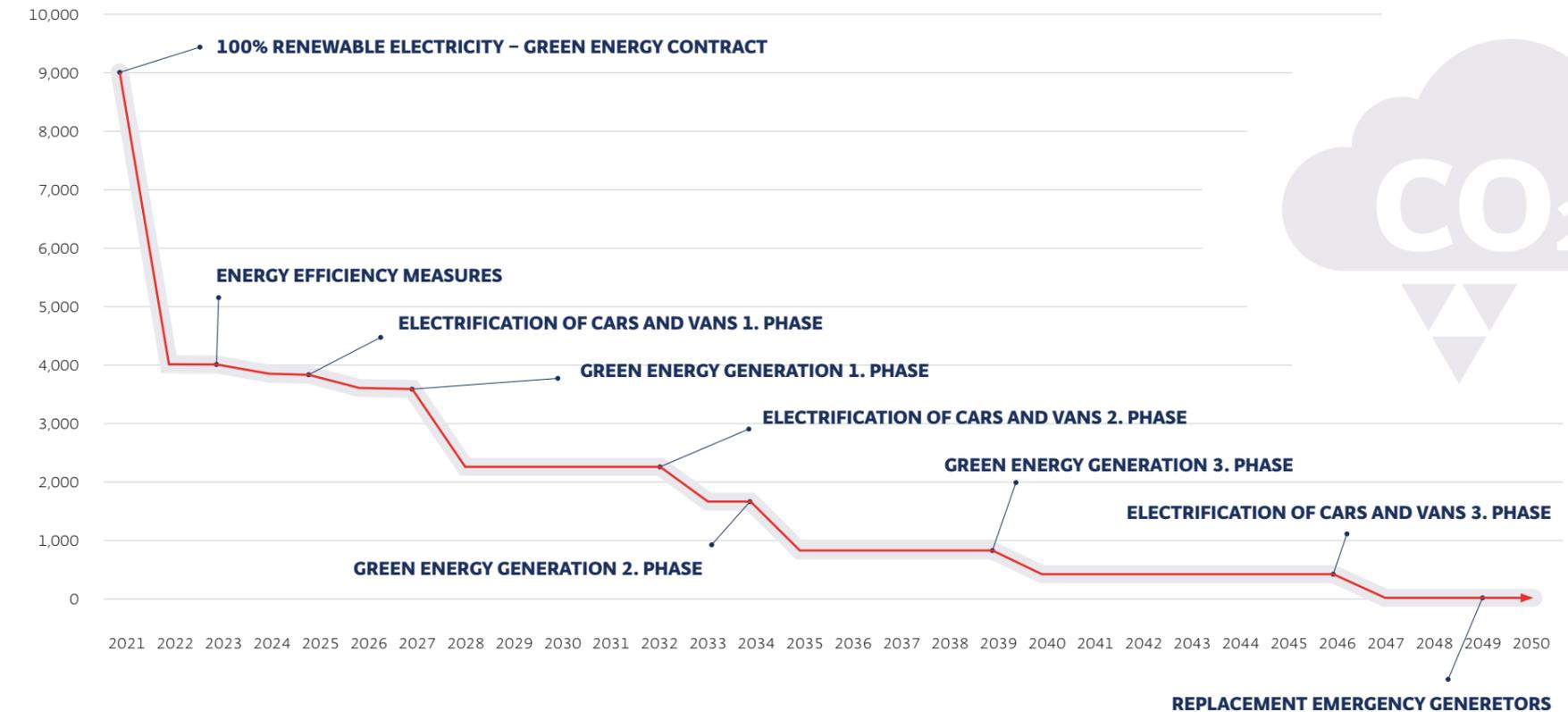


CO₂ reduction targets

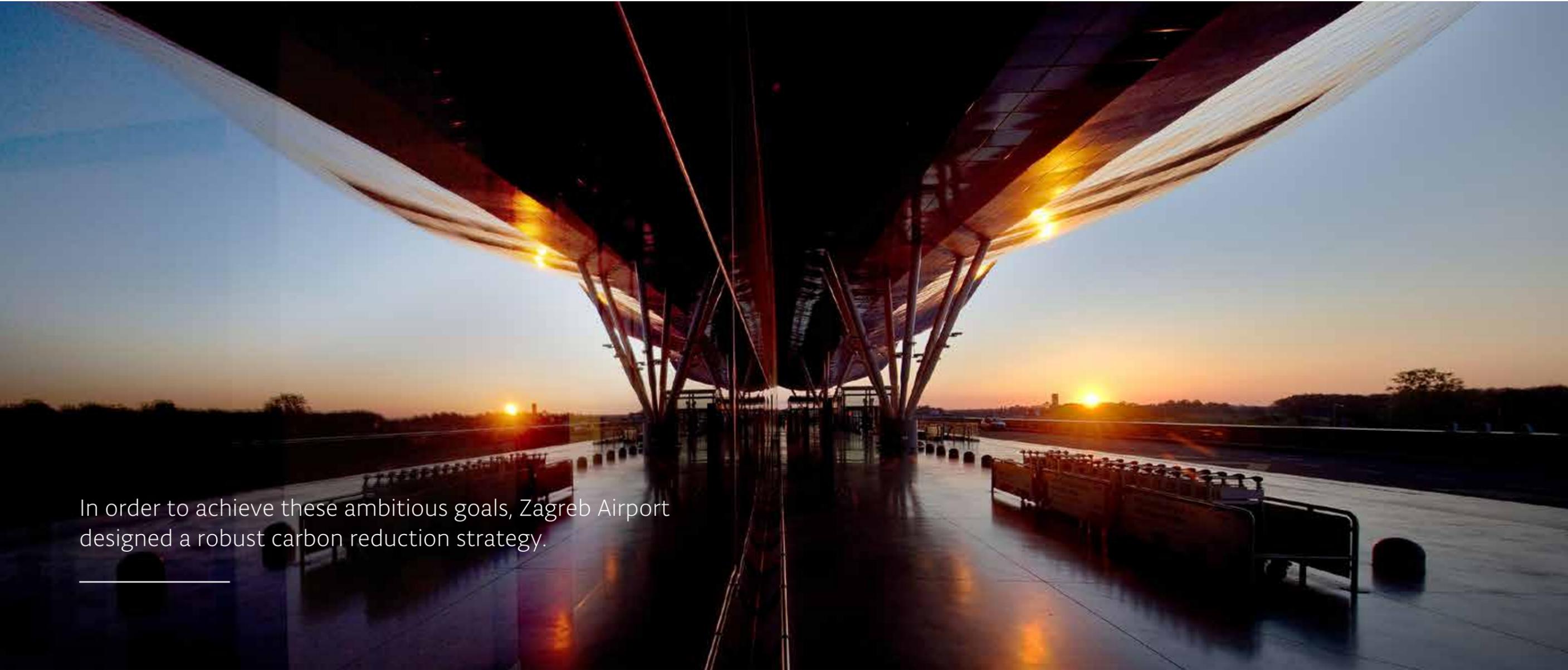
In order to move towards net zero emissions by 2050, Zagreb Airport has set ambitious targets for reducing internal CO₂ emissions while, at the same time, improving the level of quality of service and taking into account the growth in airport capacity.

- ▶ Zagreb Airport's interim target is to reduce CO₂ emissions in scope 1 and scope 2, by 17% from 2022 values in the period from 2023 to 2026.
- ▶ Until 2030, Zagreb Airport commits to reduce GHG emissions by 50% in respect to 2021 levels.
- ▶ Zagreb Airport is committed to achieve net zero emissions by 2050.

Zagreb Airport has made a resolute commitment to achieving net zero carbon emissions by 2050. Through a Carbon reduction strategy, the airport aims to significantly reduce its carbon footprint while embracing sustainable practices and collaboration with other aviation stakeholders. This bold endeavor reflects the airport's dedication to a greener future and aligns with global efforts to combat climate change.



GRAPH 1 CARBON REDUCTION STRATEGY



In order to achieve these ambitious goals, Zagreb Airport designed a robust carbon reduction strategy.

Electricity from renewable sources

In 2022, Zagreb Airport entered a green energy purchase agreement with HEP, which guarantees that all the electricity purchased and consumed by Zagreb Airport originates from renewable sources. As electricity makes a significant share in the energy consumption, this measure significantly contributed to reductions in emissions. Switching to green electricity resulted in a reduction of emissions by approximately 56% in 2022. Due to the green energy purchase agreement, which results in zero emissions from electricity consumption, all measures related to electricity savings and/or the production of electricity from renewable sources will not contribute to the reduction of CO₂ emissions; however, they are important for cost savings and affect the company's image.

Improving energy efficiency

Energy efficiency measures can also contribute to CO₂ reductions. Zagreb Airport plans to improve the energy efficiency of boilers and the end-user side of the heating and cooling system. The estimations are that this could result in 1.5% reduction in relation to total emissions. Energy efficiency measures include replacement or refurbishment of the old equipment.

Electrification

Vehicles for ground operations and taxiing are significant sources of CO₂ emissions within the Airport ecosystem. Thus, their electrification is an important step towards carbon neutrality. The transition to electric vehicles is assumed in 3 phases (by years 2026, 2033 and 2047). In the first phase, approximately 50% of the vehicles would be replaced, 20% in the second and 30% remaining vehicles in the last phase. Accordingly, it also proportionally reduces CO₂ emissions (1st phase 2.65% of total CO₂ emission, 2nd phase 6.62% of total and 3rd phase 3.97% of total CO₂ emissions).

Renewable energy

In the long term, Zagreb Airport sees the potential for emissions reductions based on the production of heat energy from renewable sources.

The dynamics of application of these measures, as well as the assumed amount of reduction, follows from further cost-effectiveness analysis to include heat distributor RESALTA within contractual obligations. The estimated amount of CO₂ reduction in 1st phase is 50%, in 2nd phase 30% and 15% in 3rd phase.

Switching to hydrogen

Lastly, Zagreb Airport plans to replace its own emergency generators with hydrogen generators in 2049. Depending on the condition of existing generators and the commercialization of hydrogen as a fuel, this measure can be applied earlier.

The mitigation actions for the medium-term period (2023–2026) are elaborated more in detail in the climate change chapter of this report.

Net zero targets require airports to reduce their absolute emissions to the greatest extent possible and address any remaining emissions through investment in carbon removal and storage. In the transition period, while Zagreb Airport will not be able to completely remove GHG emissions, it will purchase carbon credits and participate in carbon removal projects, e.g. through planting trees in collaboration with the local community to compensate for the remaining emissions.

Investments supporting transition plan

In 2024–2026 period, Zagreb Airport will invest in total 2.540 kEUR in projects that will annually reduce 157 tons of CO₂.

Taxonomy alignment

With the goal of providing low-carbon airport infrastructure, Zagreb Airport will dedicate capital expenditures for measures that support the achievement of the Carbon reduction plan.

GHG locked-in emissions

For the reporting period, in scope 1 and scope 2, there are no assets that would significantly jeopardize the achievement of the undertaking’s GHG emission reduction targets.

Joint and collaborative actions required

Reaching net zero targets by 2050 in the aviation industry depends on improvements in air traffic management, aircrafts converting to renewable energy sources as fuel, and airports offering infrastructure to facilitate the air traffic of the future. Decarbonization of the sector relies on collaboration and each stakeholders’ action to enable low emissions operations. Zagreb Airport is committed to doing its part in reducing emissions from ground operations and providing adequate infrastructure. In order to gather all stakeholders, Zagreb Airport regularly prepares the Stakeholder engagement plan with the aim of reducing CO₂ emissions.

Governance

Zagreb Airport’s Carbon reduction plan is approved by the President of the Board. The management board is responsible for climate change matters and related decisions. Carbon management is fully integrated into Zagreb Airport’s Integrated Management System. Transition to a low-carbon economy is a strategic priority both to Zagreb Airport’s management board, as well as to the shareholders. Thus, carbon reduction targets and an action plan are fully aligned with the corporate strategy and inform the Board’s decisions. The Director of Integrated management system, sustainable development and risk management department, as a management representative, is in charge of coordinating emission reduction activities, supporting employees in implementing Carbon Emission Reduction projects and reporting to the Board about achieved results. As decarbonization actions require large investments, the transition plan informs financial planning and resources needed for the implementation of planned measures are embedded in annual budgets.



Business model and the value chain

With the aim of continuous business development and high-quality operations, the Zagreb Airport’s business model relies on strong partnerships with providers of airport services, skillful and dedicated workforce, and state of-the-art technology. Zagreb Airport’s business model is based on two pillars: airport operations and commercial services.

The airport operations pillar comprises the infrastructure and air traffic-related services, including:

- ▶ operation and maintenance of terminals, runway and aircraft stands, airside, and landside,
- ▶ route development,
- ▶ facility for air transport.

The commercial services pillar includes:

- ▶ retail shops and duty-free shops,
- ▶ advertising and publicity,
- ▶ hospitality, food & beverage services.

Zagreb Airport’s core purpose is to provide infrastructure and assist passengers, handlers and airlines engaged in aviation activities, guaranteeing the safety, security, quality and punctuality of flights, through the use of the best available technologies. The aim is to ensure high-quality, safe, secure, and regular service with the lowest environmental impact and sustainable value for all stakeholders involved. The scope of ISO certification is management and operation of Zagreb Airport.

Zagreb Airport is focused on providing high-quality retail space and continuing to develop a product and merchandise blend to meet the retail expectations of passengers, as well as identifying appropriate retailers who can meet the airport’s sustainability, operational, and financial objectives. Commercial activities are subcontracted to the specialized third-party operators:

- ▶ IAAC (International Airport Advertising Corporation) providing advertising publicity services,
- ▶ SDA Croatia d.o.o. providing passengers with a shopping experience and retail customer service,
- ▶ BTA Hrvatska d.o.o. providing food and beverage service.

Service quality and customer satisfaction

ZAG Customer Experience

To ensure high-quality service, Zagreb Airport has established a Quality Management System in line with the ISO 9001 requirements.

ZAG Customer experience is measured throughout the airport passenger journey touchpoints via globally recognized ACI ASQ Survey, as well as the in-house developed, drill-down ZAG PSS (Passenger Satisfaction Survey). Both surveys are collected each quarter of the year, through meticulously managed fieldwork and sample plans. Additionally, in order to manage customer experience in real-time, the airport collects, manages and reports the airport B2C and B2B customer feedback daily. Internally, all above stated activities are managed by the Strategic Marketing Department.

In terms of Ranking amongst 2–5 M Passenger European airports in 2024 ZAG ranked amongst top 5 Best in Class airports in the following overall categories:

- ✓ Arrival at the Airport
- ✓ Security Screening
- ✓ Border/Passport Control
- ✓ Airport Atmosphere

The Airports Council International World (ACI) Airport Service Quality (ASQ)

The ACI's globally recognized Airport Service Quality (ASQ) program provides member airports with tools and expertise to measure and improve passenger satisfaction, business performance, and airport service quality. Zagreb Airport has been participating in the ACI ASQ Departures Survey Main Program before the Concession Handover Date, whereas within the Concession Agreement the survey was established as one of the essential monitoring tools of the airport Concession. Objective measurement and benchmarking are critical in driving performance in any business, especially in such a competitive and dynamic one as an airport. The ASQ, besides being an obligation for Zagreb Airport deriving from the Concession Agreement, is the only globally recognized airport benchmark program to survey passengers at the airport on their actual day of travel. The Departures Survey program measures passengers' views of 31 key performance satisfaction items covering each touchpoint of the passenger journey, 5 emotions to understand how passengers are feeling right after they went through the journey, 2 overall items (Overall Satisfaction and Overall Experience at the airport), 13 passenger profiling questions (Demographic and Behavioral) as well as 2 open-end questions. Data shows that 74% of the world's top 100 busiest airports are part of the ASQ Departures network which delivers over 680.196 individual surveys per year in 42 languages in 84 countries. In 2024, 367 airports were part of the ASQ Departures Main Program. In total, 680.196 passengers have completed the ASQ Departures Survey, including 1392 passengers, 16 years or older, at ZAG.

The surveys are administered in the airport's Gate area, At least 450 surveys are required to be completed within each quarter, with the surveys being staged over regular weekly cycles.

ZAG Passenger Satisfaction Survey

- ▶ In-house drill down customer experience surveys, providing drill-down answers to specific airport performance-related questions.
- ▶ The PSS Departures Survey is comprised of 95 questions including; 16 items where passengers are asked to rate specific service-related topics and their Overall Satisfaction with the Airport on a scale of 1 (Poor) to 5 (Excellent). The surveys are administered in the airport Gate areas.
- ▶ The PSS Arrivals Survey is comprised of 86 questions including; 11 items where passengers are asked to rate specific service-related topics and their Overall Satisfaction with the Airport on a scale of 1 (Poor) to 5 (Excellent). Likewise, the surveys are collected at the end of the airport passenger journey, in the Meet & Greet zone.
- ▶ The PSS Survey Criteria very much reflect ACI ASQ meticulous sampling and fieldwork guidelines.
- ▶ In 2024, 2000 passengers were interviewed in total.

ZAG B2C & B2B Customer Feedback Management

- ▶ In 2024, in total we received 343 justified B2C customer feedback, 524 non-justified B2C feedback, and 4 B2B customer feedback.
- ▶ All feedback were completed and closed cases in due deadlines.

ZAGREB AIRPORT'S PREVIOUS YEARS ACI ASQ AWARDS:



| | | | | | |
|---|---|---|---|--|--|
|  <p>2018 Best Airport in Europe by Size and Region (2–5 MILLION PASSENGERS)</p> |  <p>2019 Best Airport in Europe by Size and Region (2–5 MILLION PASSENGERS)</p> |  <p>2020 Best Airport in Europe by Size and Region (2–5 MILLION PASSENGERS)</p> |  <p>2021 Best Hygiene Measures by Region (Europe) and The Voice of Customer Recognition</p> |  <p>2022 Best Airport in Europe by Size and Region (2–5 MILLION PASSENGERS) Easiest Airport Journey in Europe Airport With the Most Dedicated Staff in Europe</p> |  <p>2023 Airport Service Quality Award</p> |
|---|---|---|---|--|--|

Zagreb Airport is in compliance with statutory and regulatory requirements and international standards, and meeting their contractual obligations in regards to customer safety, security and satisfaction.

Security

Zagreb Airport complies with applicable laws and through collaboration with partners ensures that security is maintained at all points of the customer’s journey. Tight security protocols, advanced screening technologies, and efficient personnel training are imperative to ensure passenger safety, prevent unauthorized access, and maintain the integrity of aviation operations.

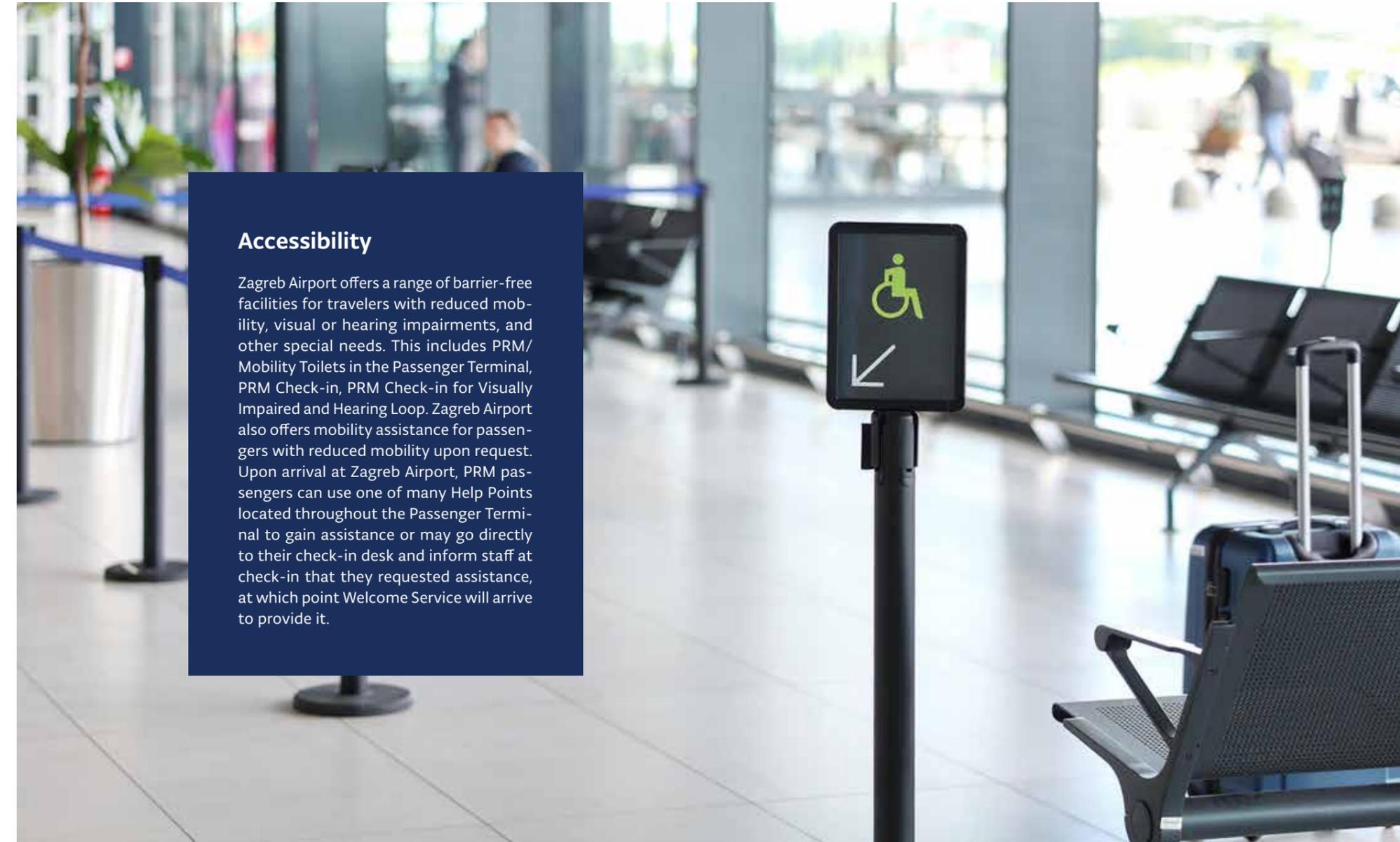
Data security

Airports handle vast amounts of sensitive passenger and operational data, making them susceptible to data breaches and cyberattacks.

All personal data is handled and processed in accordance with GDPR (General Data Protection Regulation).

Robust data protection protocols and constant vigilance, as well as cybersecurity measures, are needed to protect personal information, ensure seamless flight operations, and overall airport safety. Zagreb Airport ensures the operability of airport activities in line with EU NIS (EU) Directive 2016/1148. With the development of EU regulation, Zagreb Airport plans activities to align with the new NIS2 (EU) Directive 2022/2555. Zagreb Airport undertakes measures to prevent cyber security incidents and related risks. This includes regular trainings for personnel on cyber security.

Measures and procedures that ensure the achievement of a high common level of cyber protection of airport operators are defined in the National Program for the Protection of Civil Air Traffic, Issue 4 (in the area of air traffic protection for the purpose of implementing Commission Implementing Regulation (EU) 2019/1583 of September 25, 2019. on the amendment of Implementing Regulation (EU) 2015/1998 on establishing detailed measures for the implementation of common basic standards in the field of air traffic protection with regard to cyber security measures (hereinafter: Regulation (EU) No. 2019/1583). Zagreb Airport will, in accordance with this Regulation, determine critical information and implement needed measures to protect communication technology systems and data used in civil aviation from cyberattacks that could affect the protection of civil air traffic.



Accessibility

Zagreb Airport offers a range of barrier-free facilities for travelers with reduced mobility, visual or hearing impairments, and other special needs. This includes PRM/Mobility Toilets in the Passenger Terminal, PRM Check-in, PRM Check-in for Visually Impaired and Hearing Loop. Zagreb Airport also offers mobility assistance for passengers with reduced mobility upon request. Upon arrival at Zagreb Airport, PRM passengers can use one of many Help Points located throughout the Passenger Terminal to gain assistance or may go directly to their check-in desk and inform staff at check-in that they requested assistance, at which point Welcome Service will arrive to provide it.

Contingency planning

To continuously strengthen operational resilience, Zagreb Airport has in place emergency response plans. They regularly conduct tests which include employees and business partners to help ensure that appropriate actions would be taken in the event of a disruption or crisis. Zagreb Airport implements needed measures for preparedness and effective response in case of emergency situations in line with applicable regulation and international standards.

Feedback management

Zagreb Airport has implemented a feedback management system that administers and responds to inquiries, suggestions and complaints on a centralized basis and that ensures further processing within the company. The established management system is certified by ISO 10002 standard. Zagreb Airport sees customer feedback as an opportunity to improve service quality. Customers are encouraged to submit the feedback in writing via the following communication channels:

- ▶ Online feedback web form
- ▶ Feedback QR code in the passenger terminal
- ▶ E-mail: feedback@zag.aero
- ▶ Feedback Totem collection box (offline Feedback form) located in the passenger terminal
- ▶ To the address Međunarodna zračna luka Zagreb d.d., Rudolfa Fizira 1, HR-10410 Velika Gorica, Croatia.

Memberships

Zagreb Airport is a member of:

- ✓ Franco-Croatian Chamber of Commerce and Industry
- ✓ Croatian Chamber of Economy
- ✓ Airports Council International
- ✓ ACI Environmental Strategy Committee
- ✓ EASA working group on new regulation
- ✓ Air Traffic Association, Transport Sector, Croatian Chamber of Economy
- ✓ Croatian Quality Managers Society

TABLE COMPLAINTS RECEIVED BY PASSENGERS

| YEAR | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|------------------------------------|-----------|-----------|-----------|-----------|---------|-----------|-----------|-----------|-----------|
| Annual number of complaints | 306 | 976 | 910 | 905 | 241 | 399 | 1003 | 947 | 936 |
| Annual number of passengers | 2.776.087 | 3.092.047 | 3.336.310 | 3.345.531 | 924.823 | 1.404.478 | 3.124.605 | 3.723.650 | 4.316.619 |



Certificates, prizes and awards

Zagreb Airport's vision is to ensure operating in a manner that is as energy-efficient, resource-saving and as environmentally friendly as possible. Zagreb Airport recognizes that strong environmental management is important in its vision for growth, thus being committed to sustainability. With that goal in mind, Zagreb Airport has implemented a range of measures towards maximizing energy, water, and waste efficiencies, as well as reducing noise. This dedication to environmentally sustainable operations has been repeatedly demonstrated by different certifications. Zagreb Airport is proudly certified by ISO 14001 and ACI ACA Optimization level.

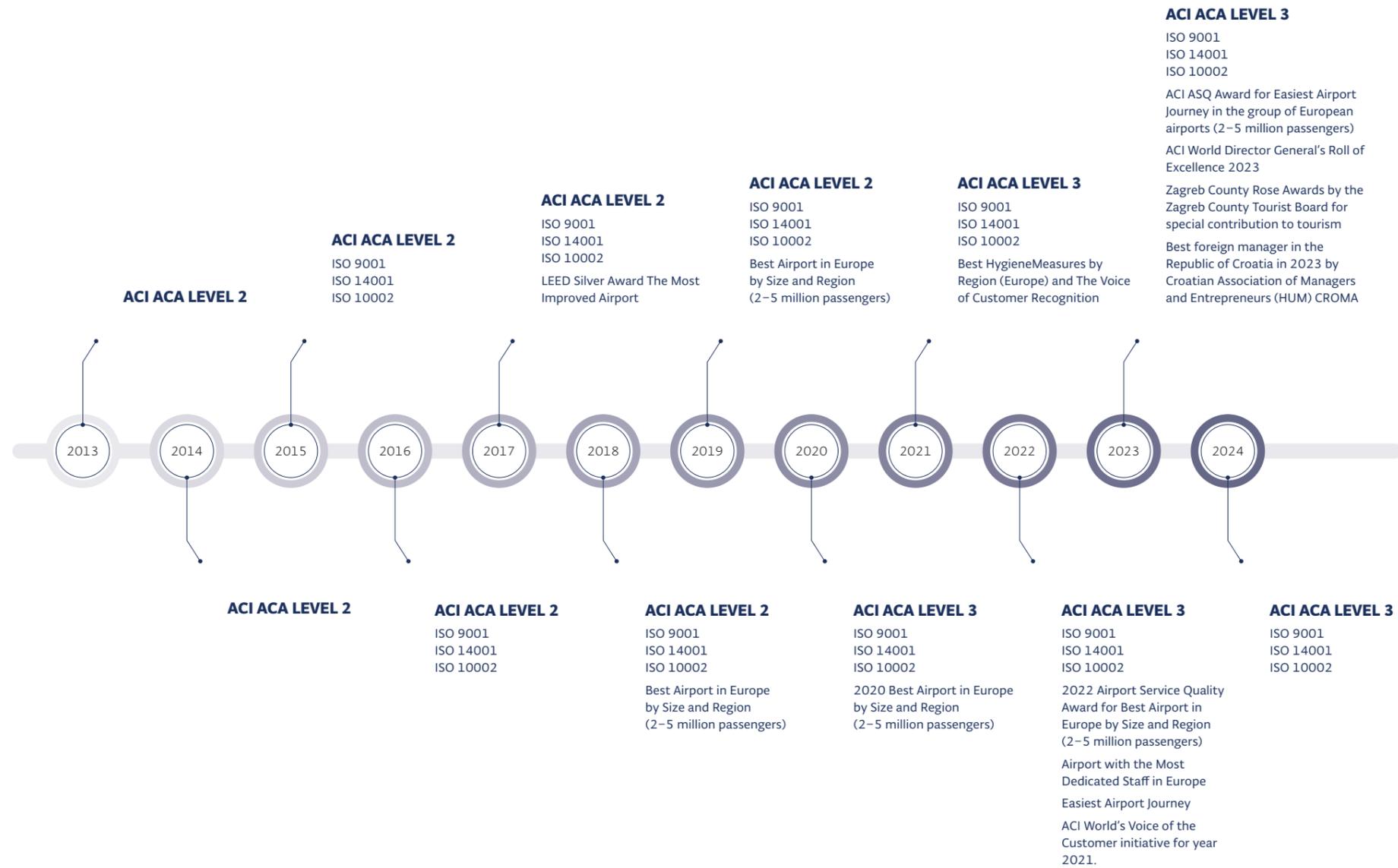
Numerous certificates, prizes and awards received over the years reaffirm Zagreb Airport's dedication to high-quality service and customer satisfaction. Zagreb Airport proudly owns ISO 9001 and ISO 10002 certificates that are external verification of its good practice.

Furthermore, Zagreb Airport has received other awards such as:

Zagreb Airport received a letter of appreciation from the Croatian Quality Managers Society for its support in implementing the activities of the Croatian Quality Managers Society on the occasion of the 25th International Symposium on Quality.

On February 15th, 2024, our CEO Huseyin Bahadir Bedir was awarded as the best foreign manager in the Republic of Croatia for 2023 by the Croatian Association of Managers and Entrepreneurs (HUM) CROMA. The Manager of the Year award is awarded by an independent jury consisting of experienced business leaders, members of the Executive and Management Boards of HUM-CROMA, representatives of the academic community, media representatives, representatives of the Croatian Business Association for Sustainable Development, and each year they are joined by last year's winners of the Manager of the Year award.

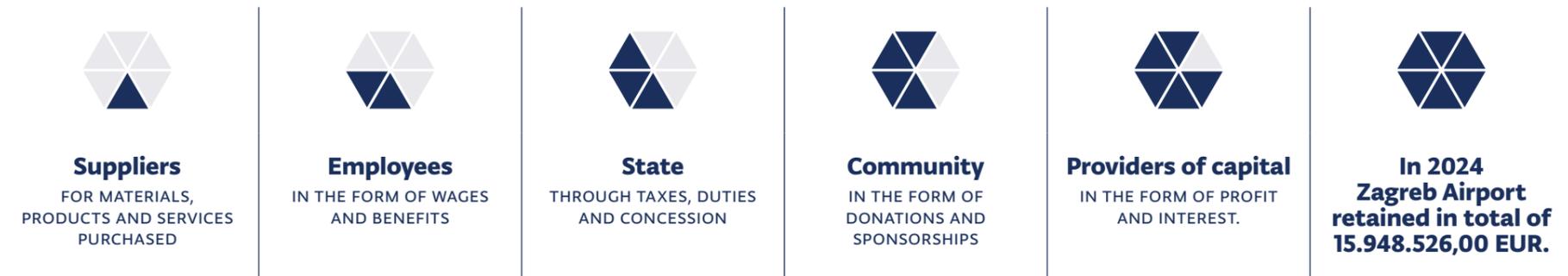
The awards were presented under the patronage of the President of the Republic of Croatia Zoran Milanovic and co-sponsored by the Ministry of Economy and Sustainable Development of the Republic of Croatia and the City of Zagreb.



Based on the 2024 ESG rating results by the Croatian Chamber of Economy, Zagreb Airport achieved a strong score of 126 out of 250, earning a high ESG rating. Zagreb Airport ranked 85th out of 400 overall, and 19th among companies of similar size. Additionally, Zagreb Airport achieved 2nd place within its sector.

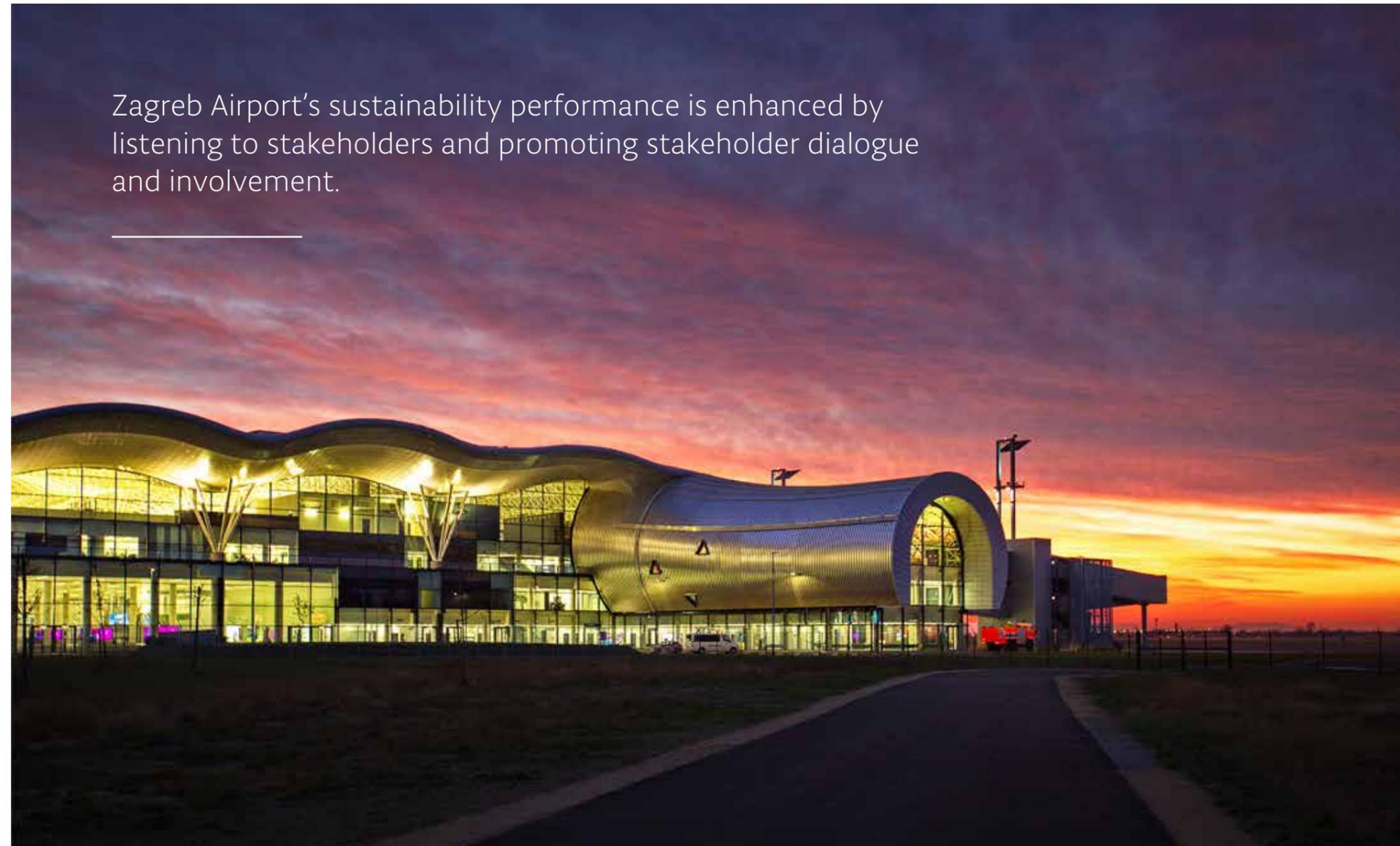
Economic value generated and distributed

Zagreb Airport shares the economic value generated with its stakeholders. The economic value generated corresponds to revenues from airport management, revenues from financial investments and sales of assets. Value distributed is the flow of value towards different stakeholders:



| (IN EUR) | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--|------------|-------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Direct economic value generated: revenues | 2.678.612 | 116.873.980 | 157.183.224 | 164.419.006 | 76.090.384 | 81.872.188 | 87.538.390 | 39.311.700 | 31.273.210 | 79.600.106 | 73.017.636 | 91.404.990 |
| Economic value distributed | 11.036.448 | 118.107.159 | 164.944.010 | 162.470.516 | 70.007.695 | 67.667.504 | 88.401.103 | 41.278.507 | 28.653.681 | 33.415.224 | 55.847.550 | 75.456.464 |
| operating costs | 2.233.061 | 83.569.568 | 127.447.709 | 123.383.355 | 30.552.406 | 29.539.832 | 31.305.863 | 6.703.668 | 18.423.746 | 23.049.256 | 27.923.370 | 37.496.304 |
| employee wages and benefits | 4.133.386 | 23.029.000 | 21.326.830 | 19.513.969 | 17.337.713 | 18.401.619 | 18.761.431 | 14.861.902 | 3.971.066 | 6.066.361 | 7.584.979 | 8.443.131 |
| payments to providers of capital | 4.670.000 | 7.467.000 | 10.272.000 | 13.829.000 | 15.016.000 | 15.082.000 | 32.487.600 | 18.048.690 | 6.118.000 | 3.959.000 | 9.646.163 | 16.931.770 |
| payments to government | 0 | 4.008.000 | 5.889.211 | 5.734.090 | 7.092.697 | 4.633.815 | 5.835.595 | 1.662.227 | 133.000 | 331.000 | 10.657.312 | 12.546.260 |
| community investments | 0 | 33.591 | 8.260 | 10.102 | 8.879 | 10.238 | 10.615 | 2.019 | 7.869 | 9.607 | 35.726 | 38.999 |
| Economic value retained* | -8.357.836 | -59.920.550 | -105.949.518 | -100.030.274 | 6.082.689 | 14.204.684 | -862.713 | -1.966.807 | 2.619.529 | 46.184.882 | 17.170.086 | 15.948.526 |

* (CALCULATED AS DIRECT ECONOMIC VALUE GENERATED LESS ECONOMIC VALUE DISTRIBUTED)



1.3 Stakeholders' interests and views

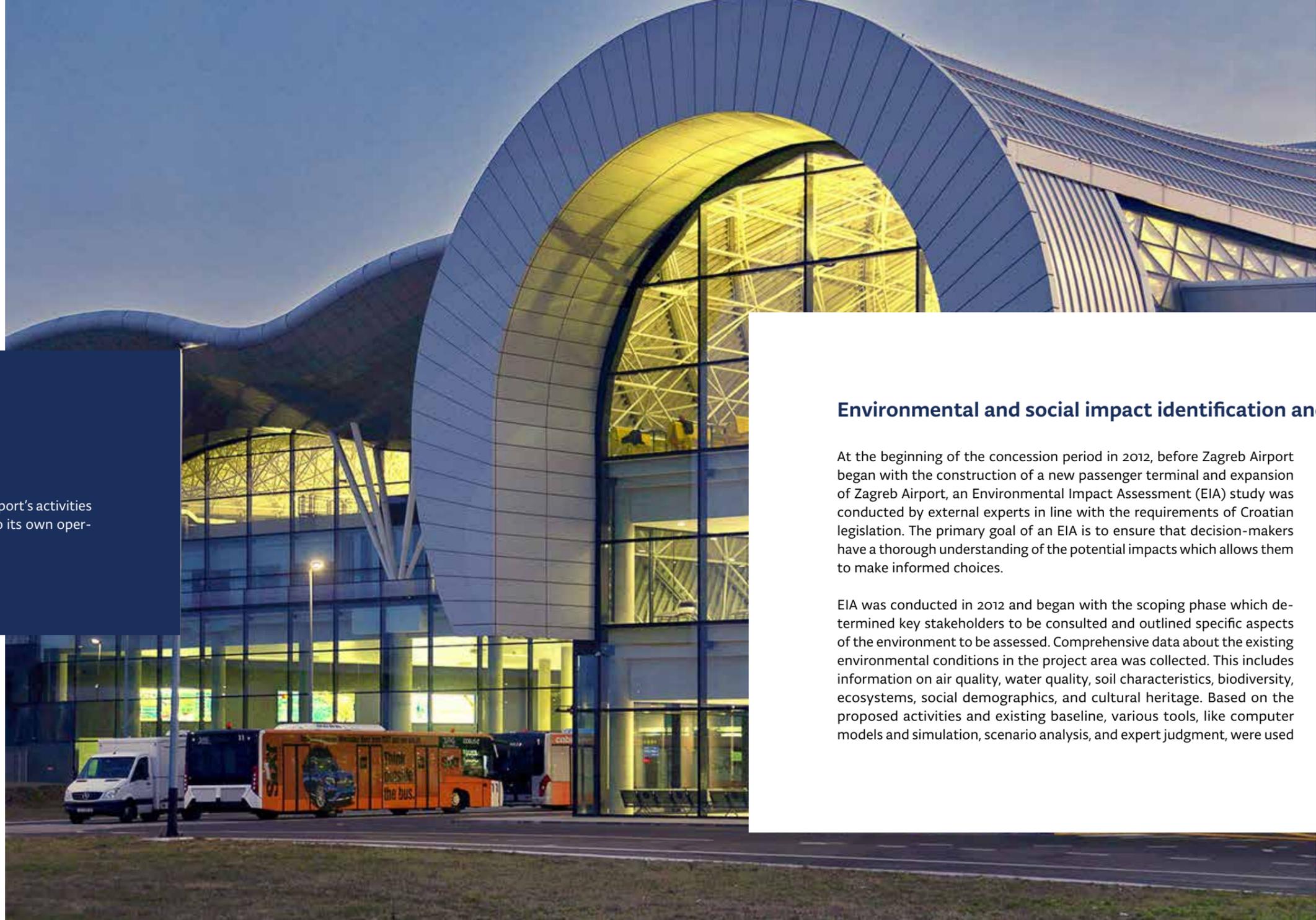
Regular dialogue facilitates a better understanding of their interests, any changes in their views, and the challenges they face. These insights can be incorporated into the Zagreb Airport's approach. Individuals responsible for communication with stakeholders gather their views and

interests regarding sustainability-related impacts. These inputs are regularly communicated to the Board and inform the decision-making process. The following table presents the stakeholder engagement and how the results impact the strategy and business model.

| KEY STAKEHOLDERS | FORM AND FREQUENCY OF ENGAGEMENT | STAKEHOLDERS' INTERESTS AND VIEWS | OUTCOME AND IMPACT ON STRATEGY AND BUSINESS MODEL |
|-----------------------------|---|--|--|
| EMPLOYEES AND UNIONS | <ul style="list-style-type: none"> → Intranet → Internal newsletters → Annual Social Climate Survey → Workers' Council → Occupational safety committee → Environment report → Environmental awareness booklets for staff | <ul style="list-style-type: none"> → Good working conditions → Secure employment → Adequate wages → Fair remuneration → Career development plans → Health and quality of life at workplace | <p>In line with applicable regulations and taking into account the interests of employees and their representatives, Zagreb Airport ensures secure employment, decent working conditions as well as a safe and inclusive working environment.</p> <p>The human resources department is working on providing career development opportunities and offering adequate benefits to increase satisfaction and well-being.</p> |
| PASSENGERS, VISITORS | <ul style="list-style-type: none"> → ZAG Internet site → ASQ quarterly and annual report → Price list → PRM services → Satisfaction surveys on departure and arrival (passengers) → Dedicated phone number → Operational airline meeting | <ul style="list-style-type: none"> → Safety → Security → Comfortable and pleasant space → Cleanliness → Hospitality → Accuracy of information → Helpfulness of resources | <p>The safety and security of airport users is the continuous priority of Zagreb Airport.</p> <p>The business model and strategy are focused on providing a timely, accurate, pleasant, safe and secure experience to passengers passing through Franjo Tuđman Airport.</p> |
| AIRLINES | | <ul style="list-style-type: none"> → Safety → Security → Quality of airport service → Availability of resources → Value for money → Timely execution | <p>As primary users of Zagreb Airport's services, airlines' interests and inputs are guiding the development of airport operations with the aim to provide high-quality, safe and secure airport service for the best value for money.</p> |

TABLE STAKEHOLDER ENGAGEMENT

| KEY STAKEHOLDERS | FORM AND FREQUENCY OF ENGAGEMENT | STAKEHOLDERS' INTERESTS AND VIEWS | OUTCOME AND IMPACT ON STRATEGY AND BUSINESS MODEL |
|---|---|---|--|
| ECONOMIC PARTNERS (SERVICE PROVIDERS, SUPPLIERS, SUBCONTRACTORS) | <ul style="list-style-type: none"> → Daily follow-up → Environmental awareness booklets for staff → Market and consultations (tenders) Prevention plans | <ul style="list-style-type: none"> → High level of support → Adequate location in respect to service provided → Coordination and effectiveness of response → Costs → Welcoming environment | <p>Zagreb Airport is committed to fair practices with business partners which includes: equal access and opportunity for all, fair contract terms and timely payments in line with agreed terms and conditions.</p> |
| CIVIL SOCIETY (NGOS, COMMUNITY, LOCAL GOVERNMENT) | <ul style="list-style-type: none"> → Internet site → Environment report (subject to become a Sustainability report) → Media (radio, television, newspaper) → Site guided tours → Airport Job Forums → Environmental committee | <ul style="list-style-type: none"> → Communication about the impacts → Environmental protection → Economic and social benefits for local partners | <p>Environmental protection and community engagement are a strong focus of Zagreb Airport. Aware of the local community's interests, Zagreb Airport implements measures to reduce the impact of noise, strives to facilitate socio-economic development of local communities and supports projects and NGOs.</p> <p>Environmental impacts are managed through the Integrated Management System.</p> |
| FINANCIAL PARTNERS (SHAREHOLDERS, OWNERS, BANKS, INVESTORS) | <ul style="list-style-type: none"> → ZAIC A Limited Board of Director regular meetings as well as shareholders meetings in line with the Croatian law → Regular reports to the Lenders | <ul style="list-style-type: none"> → Economic and finance performance → Update on strategic companies projects | <p>Focused on long-term sustainability, Zagreb Airport ensures profitability and high credit rating while at the same time maintaining high environmental and social performance.</p> <p>Aware of risks stemming from micro and macro environments, as well as from dependence on natural, human and social resources, Zagreb Airport engages in thorough risk management and development of adequate mitigation measures.</p> |
| NATIONAL GOVERNMENT, EU INSTITUTIONS, PUBLIC INSTITUTIONS | <ul style="list-style-type: none"> → Environmental report → Grantor report → Participation in local, regional, national and European working groups → Discussions with Ministries and government agencies | <ul style="list-style-type: none"> → Compliance in line with the applicable law, as well as compliance with concession agreement → Risk management → Economic and social collaboration | <p>Zagreb Airport conducts all its activities in line with applicable legislation and contracts. As an important stakeholder of Zagreb as a tourist destination and transportation hub, Zagreb Airport tries to facilitate economic and social collaboration of local organizations with the aim of destination and mobility development.</p> |



1.4 Materiality assessment

Identification, Assessment and Management of Environmental and Social Impacts

Processes to identify, assess, prioritize, and monitor impacts cover Zagreb Airport's activities related to operating, developing, and managing Zagreb Airport in regards to its own operations and business relationships with owners and subcontractors.

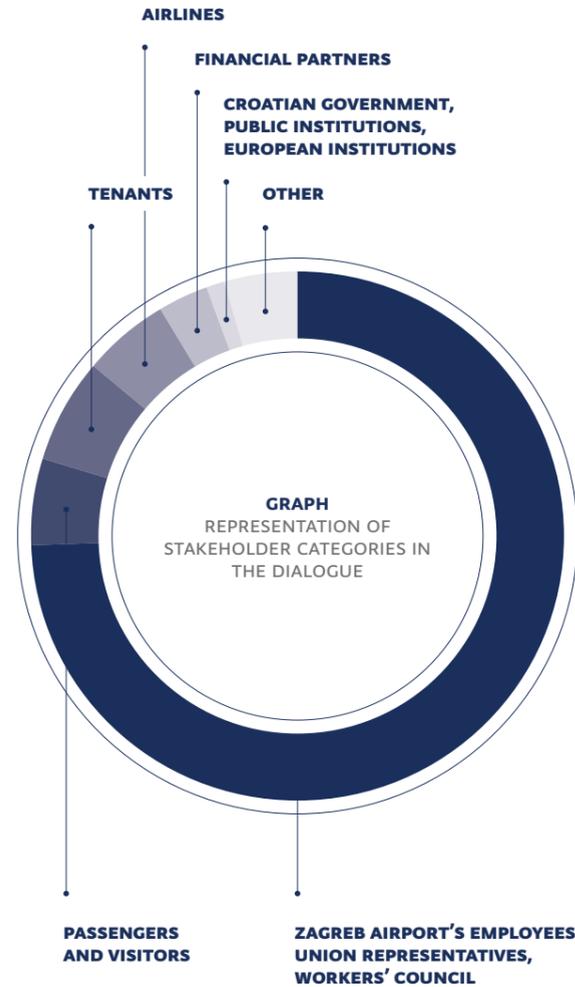
Environmental and social impact identification and assessment

At the beginning of the concession period in 2012, before Zagreb Airport began with the construction of a new passenger terminal and expansion of Zagreb Airport, an Environmental Impact Assessment (EIA) study was conducted by external experts in line with the requirements of Croatian legislation. The primary goal of an EIA is to ensure that decision-makers have a thorough understanding of the potential impacts which allows them to make informed choices.

EIA was conducted in 2012 and began with the scoping phase which determined key stakeholders to be consulted and outlined specific aspects of the environment to be assessed. Comprehensive data about the existing environmental conditions in the project area was collected. This includes information on air quality, water quality, soil characteristics, biodiversity, ecosystems, social demographics, and cultural heritage. Based on the proposed activities and existing baseline, various tools, like computer models and simulation, scenario analysis, and expert judgment, were used

to predict potential impacts that were then assessed in terms of their likelihood, scope, scale, and irremediable character of the impact. Significant impacts are those that may have substantial effects on the environment or community.

Consultations with stakeholders are crucial for identifying and assessing social impacts. Throughout the EIA process, affected communities (citizens of Petina and Mala Kosnica), interest groups, and relevant authorities were engaged to gather their opinions, concerns, and suggestions. This input informed the assessment process, and their main concerns regarding negative impacts coming from air traffic informed the proposal of mitigation measures. Continuous engagement with stakeholders through various channels supplies information regarding their concerns about impacts and the possibility of arising risks. Stakeholder engagement is crucial for the materiality assessment process and is described in detail in the previous chapter.



Zagreb Airport (MZLZ) conducted a dialogue with stakeholders to identify the ESG (Environmental, Social, and Governance) topics that stakeholders consider important, as well as to gather their views on performance of Zagreb Airport as regards ESG issues.

The dialogue was conducted in the form of a digital survey available on MZLZ's official website in both Croatian and English. The survey was also directly distributed to specific stakeholder categories using email addresses. The survey was available for a total of 60 days, from August 1, 2024, to September 30, 2024. They were anonymous, and completing them took no more than 5 minutes. A total of 94 stakeholders participated in the dialogue, with the majority coming from the category "employees, union representatives, and the workers' council". The table below shows the number of stakeholders per category and their share of the total number of participants.

TABLE OVERVIEW OF STAKEHOLDERS THAT PARTICIPATED IN THE DIALOGUE.

| CATEGORY | NUMBER | SHARE |
|--|-----------|-------------|
| Zagreb Airport's employees, union representatives, workers' council* | 70 | 74.47% |
| Passengers and visitors | 5 | 5.32% |
| Airlines | 5 | 5.32% |
| Tenants | 6 | 6.38% |
| Civil society (residents, local authorities, NGOs) | 0 | 0 |
| Financial partners (shareholders, banks, investors, owners) | 3 | 3.19% |
| Croatian Government, public institutions, European institutions | 1 | 1.06% |
| Other | 4 | 4.26% |
| Total | 94 | 100% |

* THE CATEGORY "ZAGREB AIRPORT'S EMPLOYEES, UNION REPRESENTATIVES, WORKERS' COUNCIL" IS CONSIDERED INTERNAL STAKEHOLDERS, WHILE ALL OTHER CATEGORIES ARE CLASSIFIED AS EXTERNAL STAKEHOLDERS.

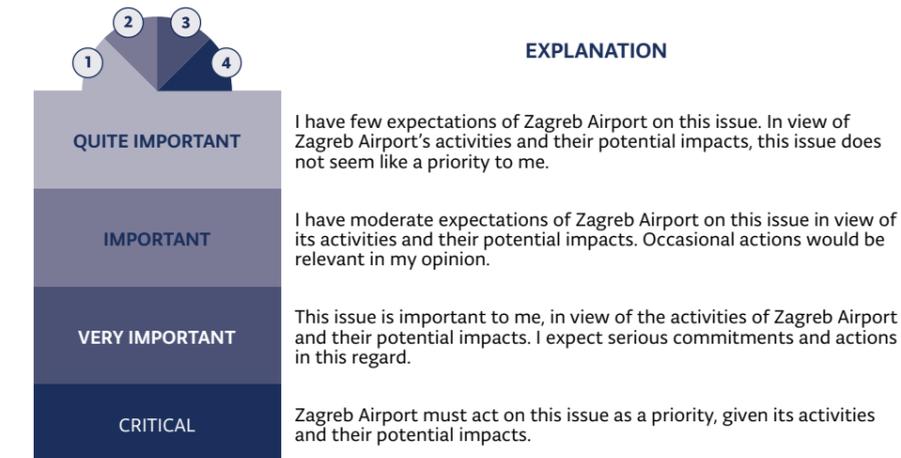
Assessment of importance of ESG topics

Stakeholders were asked to assess the importance of ESG topics in the context of Zagreb Airport's operations. The topics were identified based on ESRS (European Sustainability Reporting Standards) thematic standards. Stakeholders evaluated a total of 10 ESG topics.

- Climate change
- Pollution of air, water and soil
- Water and marine resources
- Biodiversity and ecosystems
- Circular economy and resource use
- Own workforce
- Workers in value chain
- Affected communities
- Consumers and end users
- Business conduct

Stakeholders assessed the importance on a scale from 1 to 4, with 1 being the lowest rating and 4 being the highest rating.

TABLE SCALE FOR ASSESSMENT OF IMPORTANCE

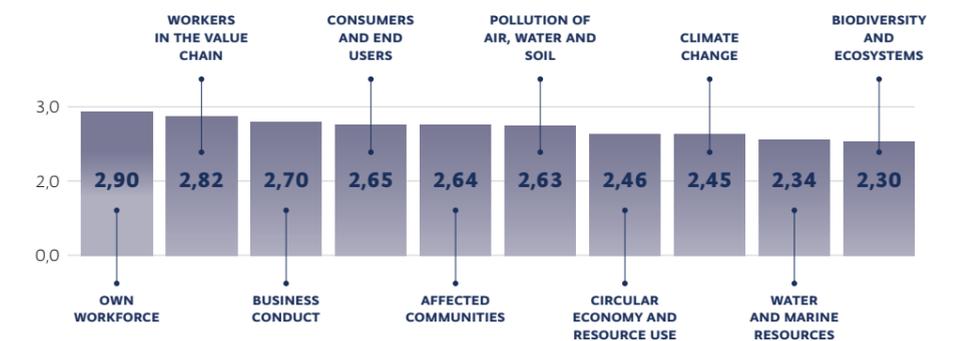


The following table presents a summary of stakeholder ratings by ESG topics. The average rating was calculated by summing all the ratings assigned by stakeholders to a specific topic and then dividing by the number of stakeholders who provided a rating.

TABLE AVERAGE RATING OF IMPORTANCE OF ESG TOPICS

| ESG TOPIC | AVERAGE RATING IMPORTANCE OF ESG TOPICS |
|--|---|
| Climate change (E1) | 2,45 |
| Pollution of air, water and soil (E2) | 2,63 |
| Water and marine resources (E3) | 2,34 |
| Biodiversity and ecosystems (E4) | 2,30 |
| Circular economy and resource use (E5) | 2,46 |
| Own workforce (S1) | 2,90 |
| Workers in the value chain (S2) | 2,82 |
| Affected communities (S3) | 2,64 |
| Consumers and end users (S4) | 2,65 |
| Business conduct (G1) | 2,70 |

GRAPH AVERAGE RATING OF IMPORTANCE OF ESG TOPICS – RANKED BY IMPORTANCE



Stakeholders involved in the conducted dialogue consider social and governance topics to be the most important, while environmental topics are viewed as less significant in the context of Zagreb Airport's operations.

Assesment of performance

This survey also aimed to gather stakeholders` opinions on how effectively Zagreb Airport manages ESG topics. Stakeholders rated the ESG topics based on the following scale:

TABLE SCALE FOR EVALUATING PERFORMANCE

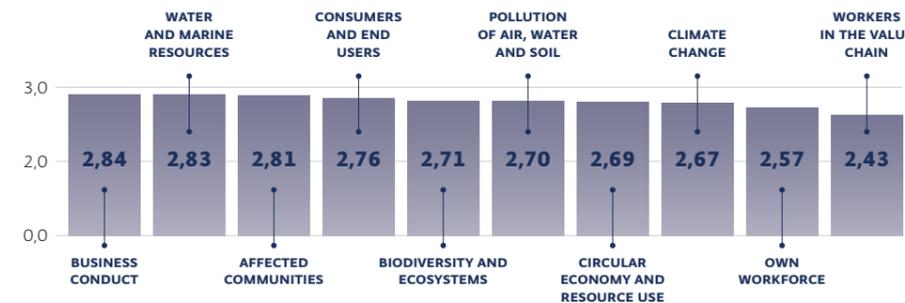
| | EXPLANATION |
|---|---|
|  <p>LOW PERFORMANCE</p> | This subject is poorly addressed by Zagreb Airport. I see little action in this area. |
| PARTIAL PERFORMANCE | I think that Zagreb Airport is partially acting on this issue. There are commitments or actions, but Zagreb Airport could go further. |
| GOOD PERFORMANCE | This issue is well taken into account by Zagreb Airport. Zagreb Airport is committed and acts at the right level. |
| EXEMPLARY PERFORMANCE | Zagreb Airport seems to me to be at the forefront on this issue. Zagreb Airport has a perfect command of the subject and acts with its ecosystem to help it achieve progress. |
| NO OPINION | You can also choose to answer "No opinion" if you feel that your knowledge of Zagreb Airport activity is too limited to give an answer. |

The following table presents a summary of stakeholder ratings for the effectiveness of ESG management. The average rating was calculated by summing all the ratings assigned by stakeholders to a specific topic and then dividing by the number of stakeholders who provided a rating. Responses of "no opinion" were excluded from the average rating calculation.

TABLE AVERAGE RATING OF PERFORMANCE IN REGARDS TO ESG TOPICS

| ESG TOPIC | AVERAGE RATING PERFORMANCE |
|-----------------------------------|----------------------------|
| Climate change | 2,67 |
| Pollution of air, water and soil | 2,70 |
| Water and marine resources | 2,83 |
| Biodiversity and ecosystems | 2,71 |
| Circular economy and resource use | 2,69 |
| Own workforce | 2,57 |
| Workers in the value chain | 2,43 |
| Affected communities | 2,81 |
| Consumers and end-users | 2,76 |
| Business conduct | 2,84 |

GRAPH TOTAL AVERAGE RATING OF ESG TOPICS – RANKED BY THE PERFORMANCE



Based on the survey results, stakeholders believe that Zagreb Airport (MZLZ) manages the topics of business conduct, water and marine resources, affected communities, and consumers and end users most successfully. The topic that stakeholders feel is managed least effectively compared to other topics is "workers in the value chain."

Importance/performance materiality matrix

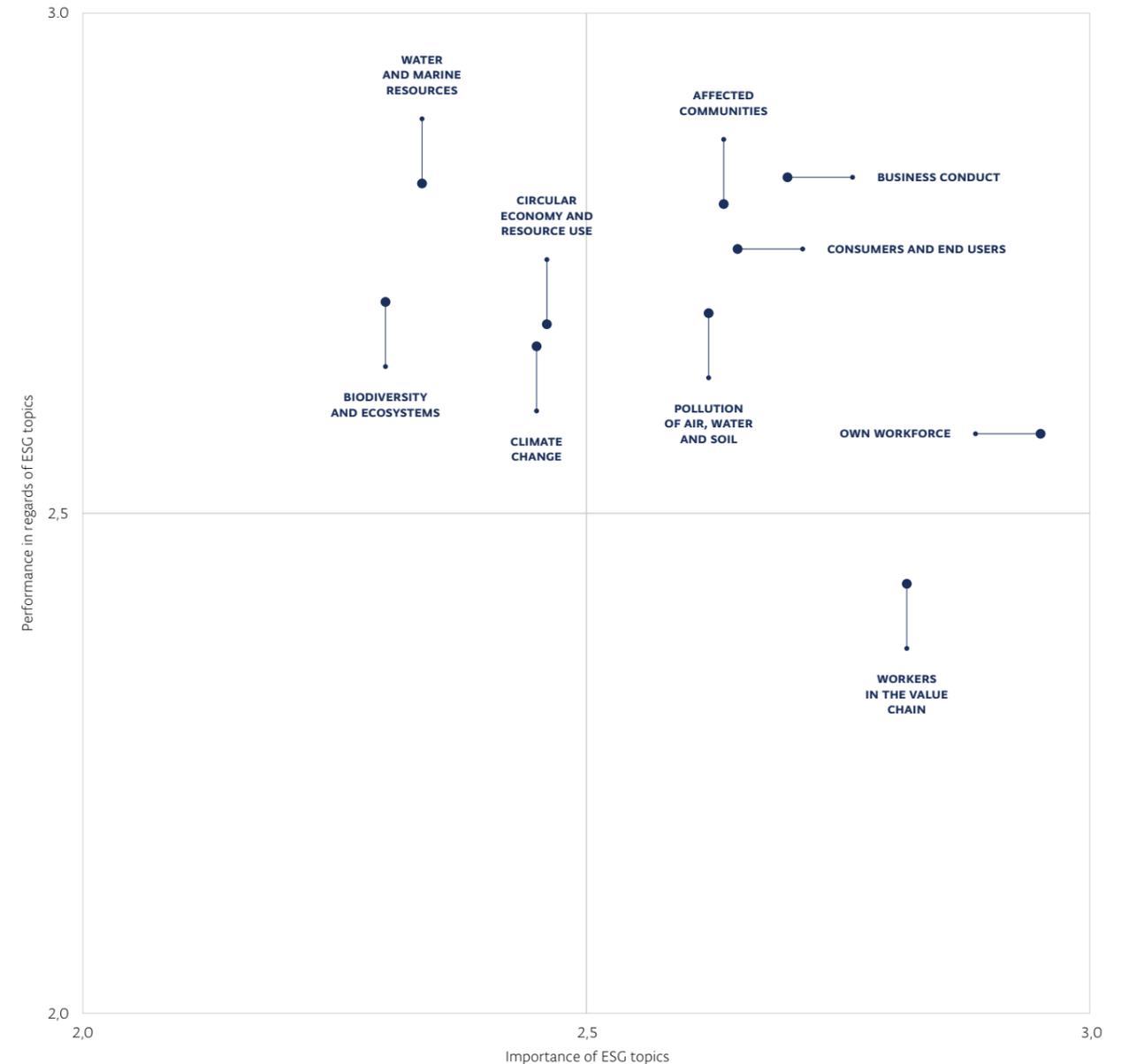
The matrix displays ESG topics in relation to their importance to stakeholders and the perception of their performance success. No ESG topic stood out as either very important or less important from the stakeholders` perspective. Stakeholders consider all ESG topics to be of medium importance (average rating between 2 and 3 on a scale of 1 to 4). They also believe that MZLZ successfully manages ESG topics (average rating between 2 and 3 on a scale of 1 to 4).

If we focus on the area of the matrix located between the coordinates (2,2), (2,3), (3,2), and (3,3), we can analyze stakeholder perspectives on ESG topics in more detail. The topics found in the upper right corner are those that are very important to stakeholders and that MZLZ manages very effectively. According to stakeholder views, these topics include business conduct, consumers and end users, air, water, and soil pollution, and the own workforce. Primarily (with the exception of pollution), these are social and governance topics.

The topics located in the upper left corner are those that are considered less important by stakeholders, but they believe that MZLZ manages them successfully. According to stakeholder perspectives, these topics include water and marine resources, biodiversity and ecosystems, climate change, and circular economy and resource use. These are all environmental topics.

In the lower left corner, there are topics that stakeholders consider important and believe there is room for improvement in their management. According to stakeholder perceptions, this category includes the topic of "workers in the value chain." The lower left quadrant would typically contain topics that are less important and that MZLZ does not manage effectively. However, there are no ESG topics in this category.

MATRIX IMPORTANCE/PERFORMANCE OF ESG TOPICS



It is common business practice to define material topics for sustainability reporting by establishing a materiality threshold at the midpoint of the scale, which incorporates stakeholder assessments, material topics from sectoral practices, a detailed evaluation of impacts, risks, and opportunities, as well as investor requirements. According to the survey results obtained through stakeholder dialogue, a materiality threshold set at 2.5 (the midpoint of the scale of 1–4) results in the following list of material thematic standards from the stakeholders’ perspective:

- ▶ ESRS S1: Own workforce
- ▶ ESRS S2: Workers in the value chain
- ▶ ESRS S3: Affected communities
- ▶ ESRS S4: Consumers and end-users
- ▶ ESRS G1: Business conduct

It can be concluded that stakeholders did not rate environmental topics as material. However, environmental topics are considered material from the perspective of ownership, sectoral affiliation, the overarching ESG strategy of MZLZ, and the transition to a low-carbon economy. As interest and climate awareness increase in the future, it is likely that their importance from the stakeholders’ perspective will also grow. Therefore, it is crucial to include these topics in sustainability reporting.



Stakeholder Perspectives on Reporting in 2022 and 2023

Of the 94 stakeholders who completed the survey, 67.02% have read the Sustainability Report of Zagreb Airport for the year 2023. Stakeholders generally believe that the Sustainability Report covers all the topics that are important to them. The average rating on the Likert scale for the statement “The Sustainability Report of Zagreb Airport covers all important ESG topics that I have an interest in” is 3.72. In this context, a rating of 1 indicates “strongly disagree,” while a rating of 5 indicates “strongly agree.”

The Sustainability Reports of Zagreb Airport for 2022 and 2023 covered the following ESG topics:

- ▶ Climate change (E1)
- ▶ Pollution of air, water, and soil (E2)
- ▶ Water and marine resources (E3)
- ▶ Circular economy and resource Use (E5)
- ▶ Own Workforce (S1)
- ▶ Affected Communities (S3)
- ▶ Business Conduct (G1)

In the questionnaire, stakeholders were given the opportunity to identify topics that they consider important and that could be further included in the Sustainability Report of Zagreb Airport for the year 2024.

Stakeholders’ suggestions:

- ▶ Crisis Management
- ▶ Impact of sustainability goals and measures on service pricing
- ▶ Materiality matrix
- ▶ Special particles
- ▶ CO₂ emissions intensity per passenger over the years (yearly trends)
- ▶ Clearly highlight key indicators for material topics

Stakeholders took the opportunity to not only suggest additional ESG topics but also proposed measures that Zagreb Airport could implement to enhance the management of ESG issues.

Stakeholder suggestions:

- ▶ Recycling and staff education on recycling
- ▶ Training and awareness raising for employees on ESG topics
- ▶ Bicycle path
- ▶ Covering parking spaces with solar panels
- ▶ Consolidating all policies in one location
- ▶ Hiring new workforce
- ▶ Adopting a biodiversity policy

Conclusion of the conducted dialogue with stakeholders

As part of the process to define material environmental, social, and governance topics for the sustainability report, Zagreb Airport conducted a dialogue with stakeholders through a digital questionnaire available in English and Croatian from August to October 2024. A total of 94 stakeholders participated, representing categories such as employees and their representatives, airlines, tenants, passengers and visitors, public institutions, and financial partners. Based on the results of the stakeholder dialogue, it can be concluded that the existing reporting practices of MZLZ generally meet the current information needs of stakeholders regarding sustainability.

According to the survey results, stakeholders rate "Own Workforce" and "Workers in the Value Chain" as important topics in the context of MZLZ's operations, while the least important topics are "Water and Marine Resources" and "Biodiversity and Ecosystems." We can conclude that stakeholders assign the highest importance to all social topics, while environmental issues are deemed to be of lesser significance.

Stakeholders believe that MZLZ manages important ESG topics successfully, with "Business Conduct" ranking first, followed by "Water and Marine Resources" and "Affected

Communities." From the stakeholders' perspective, MZLZ is least successful in managing the topic of "Workers in the Value Chain."

From the perspective of assessing the importance and performance of ESG topics in the context of business operations, stakeholders did not identify environmental topics as material. However, these environmental topics are indeed material for the decarbonization of the economy.

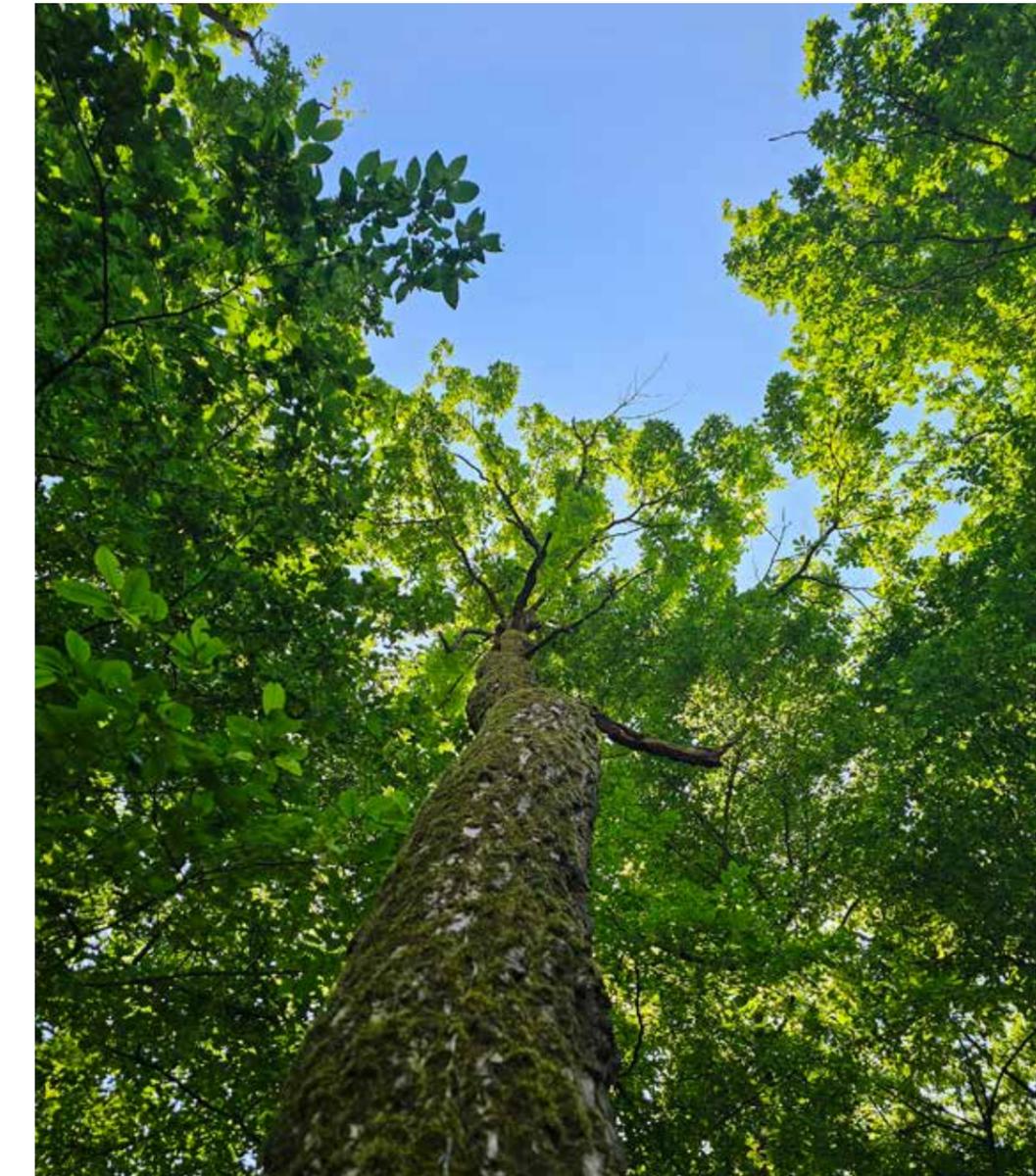


Environmental Management and Monitoring Plan (EMMP)

Environmental Impact Assessment resulted in the Environmental and Social Action Plan that prescribed actions that needed to be developed and implemented to mitigate the most significant impacts. One of the proposed measures in regards to assessment and management of environmental and social risks and impacts was the development of a comprehensive Environmental Management and Monitoring Plan (EMMP). In response, Zagreb Airport developed an EMMP which complies with acknowledged standards (International Finance Corporation, January 1, 2012) and presents the actual and potential environmental impacts of the project and outlines the strategies, actions, and protocols to be implemented during the project's lifecycle to manage and monitor environmental impacts.

The Environmental Management and Monitoring Plan (EMMP) is intended to be an overview document that guides environmental management and monitoring of all aspects of the Zagreb Airport operations. The EMMP lists all potential effects of each Zagreb Airport's activity and their associated mitigation measures identified in the Environmental Impact Assessment (EIA), the person(s) responsible for ensuring the full implementation of the action and monitoring the action, and the timing of the implementation of the action. The relevant Croatian legislation and regulations regarding Zagreb Airport, as well as the main European recommendations, acts, decrees, ordinances, and/or commission recommendations, are listed and monitored through this document.

EMMP includes energy consumption, air, water and soil quality, noise and light impacts, and waste management. EMMP is reviewed periodically and, in the case of major changes, to ensure that all the potential impacts have been carefully examined and taken into account. The Integrated management system, sustainable development and risk management department has put in place a mechanism that ensures the ongoing monitoring of the successful implementation of EMMP.



Annual Environmental Action Plan

The Annual Environmental Action Plan is developed based on the: Annual review of the Concession Environmental Management & Monitoring Plan (EMMP), Annual review of the regulatory and statutory updates, Annual impact assessment review, Carbon footprint manual and Identified occurrences and audits findings. The Annual Environmental Action Plan lists actions that need to be implemented during the year in regards to environmental impacts and determines who is in charge of specific actions, needed resources, and a schedule.

Monitoring and review

Zagreb Airport regularly monitors the implementation of the plans and activities as defined in EMMP and EIA approval. An environmental monitoring system for air quality, noise, wastewater, storm water and waste quantity has been established. The Integrated management system, sustainable development and risk management department documents monitoring results and identifies corrective actions in the revised EMMP and yearly environmental action plan.

Zagreb Airport has responsibility for the management of environmental, social, safety, security and occupational health aspects of operational activities. There is also a need for close coordination with agencies and service providers present at the airport for impacts over which the Zagreb Airport has no direct control. The Integrated management system, sustainable development and risk management department liaises with other departments at the airport, as well as with regulatory agencies and other stakeholders in relation to environmental matters.

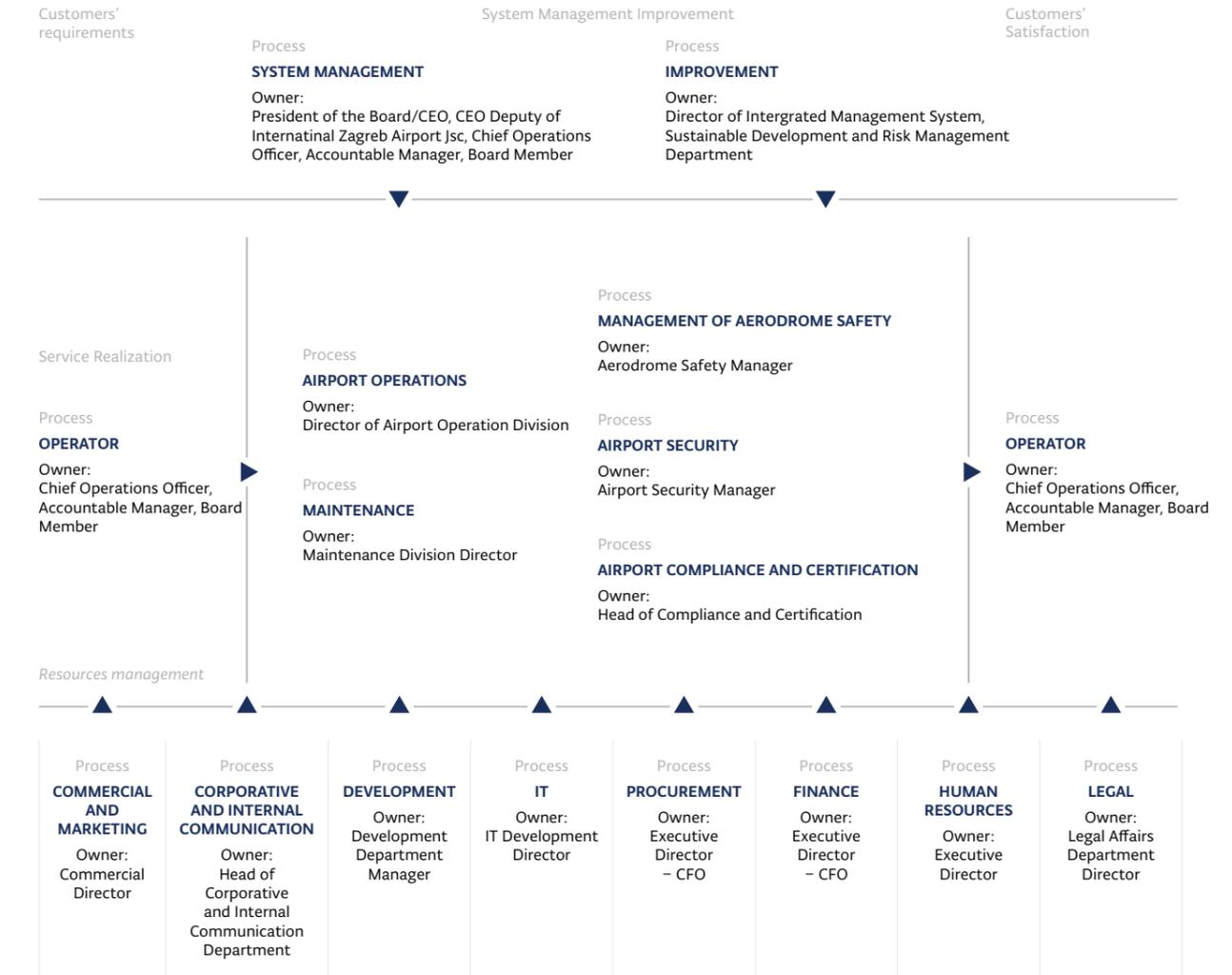


Integrated Management System

Zagreb Airport integrated environmental aspects in the Environmental Management System (EMS) as part of Integrated Management System (IMS) in order to ensure that the protection of the environment is permanently and efficiently given a high priority in the Zagreb Airport governance. Zagreb Airport is committed to implementing and continuously improving this environmental management and to proving that they meet all the requirements of the EMMP. Regular monitoring is conducted to assess the actual impacts against the predicted ones and to ensure ongoing compliance.

In line with the EMMP, the Maintenance division regularly monitors consumption of water, water quality, waste generation and removal, and energy consumption. The Integrated management system, sustainable development and risk management department is also responsible for reporting carbon management. The applicable EHS program training and refresher courses are held periodically, and the program is offered to workers, technical staff, and service providers. Zagreb Airport’s training center has the primary responsibility for providing training for all project staff. The scope of training includes general environmental and social awareness and environmental impact assessments.

Zagreb Airport manages its environmental and social aspects in accordance with applicable Croatian laws and regulations, relevant international EHS (Environmental, Health and Safety) and best practice industry standards such as those of the International Civil Aviation Organization (ICAO).



SCHEME ZAGREB AIRPORT'S PROCESSES AS A PART OF INTEGRATED MANAGEMENT SYSTEM

Zagreb Airport is certified by the ISO 9001 Quality Management System, ISO 10002 Complaints Management System, and ISO 14001 Environmental Management System standards. Certificates are valid until October 5th, 2027. In addition, ACI Airport Carbon Accreditation: Renewal of Carbon footprint level 3 – Optimization certificate was obtained and is valid until July 7th, 2025.

Risk assessment and management system

Zagreb Airport regularly monitors the effectiveness of risk mitigation measures and the status of identified risks.

The goal of risk management is to minimize negative impacts while maximizing opportunities, ultimately enhancing the organization's ability to navigate uncertainties and achieve its goals.

Risk and opportunity management is a part of day-to-day activities in Zagreb Airport and engages relevant stakeholders, including employees, directors/managers, subject matter experts, and external partners, to ensure a comprehensive identification of risks.

The most relevant environmental risks are listed in the Environmental Management and Monitoring Plan (EMMP). Identified risks and opportunities are evaluated based on the potential impact on Zagreb Airport and the likelihood of occurrence.

Based on the risk assessment, appropriate action plans are developed, and responsibilities are assigned for mitigating and controlling risks. Zagreb Airport regularly monitors the effectiveness of risk mitigation measures and the status of identified risks. When opportunities arise, action plans for pursuing them are proposed. Outcomes of risk and opportunities assessments are regularly communicated to management board in order to support the decision making process.

Given the nature of the Zagreb Airport's activities, Zagreb Airport is exposed to following types of risks :

- ▶ strategic risks, (blue)
- ▶ risks relating to management and organization, (yellow)
- ▶ operational risks, (pink)
- ▶ financial risks, (dark blue)
- ▶ legal risks, (orange).

Impact and probability of each risk is assessed based on the most credible scenario on a scale of 1 to 4. The criticality of a risk is determined by the product of these two assessments and enables the "TOP 10" risks to be identified. TOP 10 risks are monitored more closely and are subject to special reporting.



Risk map sorts each risk according to its net criticality or rating in a risk surveillance zone.

| RISK RATING | ZONE |
|---------------------|------------------|
| Risk rating 1,2,3,4 | Toleration |
| Risk rating 6 | Vigilance |
| Risk rating 8 | Strong vigilance |
| Risk rating 9,12,16 | Warning |

Risk can be mitigated in four ways:

ACCEPT – tolerate the possibility the risk will occur and choose to bear the (un)foreseen costs;

LIMIT – put measures in place to bring the risk down to an acceptable level;

TRANSFER – pass the risk on to another party via insurance or some other agreement, such as outsourcing;

AVOID – forego the opportunity or action that carries the risk.

As a rule, and as a matter of priority, the top 10 risks and unacceptable risks are mitigated by limiting and/or transferring them.

The risks in the priority risk area must be subject to additional actions to strengthen the effectiveness of their control devices.

Sustainability matter

Assessment of ESG impacts, risks, and opportunities, taking into account the double materiality principle, results in a list of material sustainability matters, which are presented in the table below.

| MATERIAL TOPIC | SUSTAINABILITY MATTER | DESCRIPTION OF IMPACTS, RISKS AND OPPORTUNITIES | INTERNATIONAL ZAGREB AIRPORT'S STRATEGY AND BUSINESS MODEL |
|-----------------------|------------------------------------|---|--|
| CLIMATE CHANGE | Climate change mitigation | Zagreb Airport's operations negatively impact climate change through stationary sources (energy plant boilers) and diffuse sources (aircraft operations during approach/takeoff, aircraft idling and the main roads (vehicles, passenger cars, employees, carriers and other persons use the airport and roads), aircraft electricity supply, electrical vehicles and equipment, Ground services and auxiliary Power Units APU) | Zagreb Airport acknowledges its responsibility and undertakes measures to reduce emissions from own operations and collaborates with stakeholders in the value chain to find joint measures and to provide solutions so they can lower their emissions (eg. sustainable aviation fuels). In order to mitigate impact on climate change, Zagreb Airport developed a Carbon reduction plan and invests in mitigation measures. |
| | Climate change adaptation | Transition to a carbon neutral economy guided by the EU Green Deal will significantly impact the carbon intensive aviation industry. Decarbonization of this industry will require significant investments, but at the same time present an opportunity to increase resource efficiency. | Zagreb Airport has pledged to become carbon neutral by 2050 and to invest in decarbonization of its own operations and support the transition of other stakeholders in the aviation industry. Zagreb Airport invests in increasing energy efficiency and renewable energy to lower operating costs. They also work on the development of low-carbon infrastructure to support low carbon aviation. |
| POLLUTION | Air, water and soil quality | Functioning of an airport and activities of various airport stakeholders are related to air, water and soil emissions. | Zagreb Airport maintains the role of monitoring of air, water and soil quality and works, in collaboration with other stakeholders, on pollution prevention and mitigation. Zagreb Airport develops a strong internal culture of environmental and social responsibility and through the integrated management system implements all necessary measures to prevent pollution, monitors emissions and designs corrective actions as needed. |

| MATERIAL TOPIC | SUSTAINABILITY MATTER | DESCRIPTION OF IMPACTS, RISKS AND OPPORTUNITIES | INTERNATIONAL ZAGREB AIRPORT'S STRATEGY AND BUSINESS MODEL |
|-------------------------|---------------------------|---|--|
| | Noise | Landing and take-off of aircraft generate large amounts of noise which impact the quality of life of Zagreb Airport's neighboring communities. | Besides continuous monitoring and reporting of noise levels, Zagreb Airport organizes an environmental committee (which includes: ground handling, air traffic control, Croatian civil aviation agency, airline representatives, ministry representatives and others) whose purpose is to work on developing mitigation actions that aim to reduce the noise nuisance. |
| WATER | Water consumption | Even though airport operations itself are not as water intensive as some other industries, airports are still significant consumers of water for drinking, cleaning and sanitation purposes due to the large amount of people present daily in the airport ecosystem. | Zagreb Airport consumes water from the public water grid and continuously monitors consumption. In order to reduce consumption of potable water from the public network, Zagreb Airport implemented a Pluvia system that collected rainwater which is used for toilet flushing. |
| BIODIVERSITY | Impact on wildlife | The main impact of an airport on biodiversity is related to bird population as birds are threats to aircraft safety and can cause plane crashes which is why they need to be removed from airside. | MZLZ has a Wildlife plan in order to keep aviation safe and the Wildlife Control Section who uses different strategies to scare and remove birds and other animals in order to prevent strikes with aircraft. In case of strikes, dead animals are collected and removed according to Croatian law. |
| CIRCULAR ECONOMY | Waste | Airport and commercial activities result in generation of hazardous and non-hazardous waste. Inadequate waste management can put pressure on landfills, lead to environmental pollution and undermine circular economy efforts. | Zagreb Airport regularly controls disposal of waste, ensures watertight containers for waste for the purposes of the site, collects separated waste and delivers it to authorized collectors for disposal or recycling. Zagreb Airport records all streams of waste and trains staff in regards to proper waste management. |

| MATERIAL TOPIC | SUSTAINABILITY MATTER | DESCRIPTION OF IMPACTS, RISKS AND OPPORTUNITIES | INTERNATIONAL ZAGREB AIRPORT'S STRATEGY AND BUSINESS MODEL |
|----------------|---------------------------------|---|--|
| OWN WORKFORCE | Decent working conditions | Zagreb Airport has an impact on its own workforce through security of employment, working time and adequate wages, guaranteeing freedom of association, consulting with workers and complying with collective agreement. | Zagreb Airport ensures decent working conditions by complying with applicable occupational laws and collective agreements. Zagreb Airport offers job security and competitive wages and ensures fair working conditions for all employees. |
| | Health and safety | <p>If not managed properly, workplace safety hazards can negatively impact employee health and well-being. The primary workplace hazards at airports include:</p> <ul style="list-style-type: none"> → dangers from moving aircraft, vehicles, and equipment, as well as risks associated with heavy lifting and repetitive motions; → exposure to jet fuel, de-icing chemicals, and other hazardous substances; → exposure to communicable diseases due to international travel; → aircraft noise and ground operations can lead to hearing damage and stress-related health issues; → repetitive tasks, awkward postures, and inadequate ergonomic design can lead to musculoskeletal disorders; → irregular hours, demanding workloads, and challenging interactions with passengers can contribute to stress and mental health concerns; → employees may be exposed to potential security threats, necessitating proper training and vigilant protocols. <p>Injuries and ill health related to work-related hazards lead to lost days and possibly legal costs, fines and compensations.</p> | Zagreb Airport established a strict and effective occupational health and safety management system which involves robust risk assessments, implementation of preventive measures and monitoring of work-related injuries. System is developed according to the statutory and regulatory requirements. Managing these hazards also requires comprehensive training. |
| | Equal opportunity | As an employer, the responsibility of Zagreb Airport is to ensure that all employees regardless of their gender, age, ethnicity, disability or other personal characteristics have equal opportunity and equal treatment. | Zagreb Airport promotes diversity and ensures fair treatment for all employees regardless of gender, race, or background. Equal pay, non-discrimination culture, and strict HR management protocols contribute to fostering an environment of equal opportunity within the airport workforce. |
| | Training and skills development | By investing in skills development of its own employees, Zagreb Airport has a positive impact on the career development of employees and ensures a competent workforce that can realize the company's strategy and action plans. | Zagreb Airport provides its own employees with internal trainings, which include an e-learning platform for education of operating personnel. Zagreb Airport also supports employees who express an initiative to participate in an external educational program. |

| MATERIAL TOPIC | SUSTAINABILITY MATTER | DESCRIPTION OF IMPACTS, RISKS AND OPPORTUNITIES | INTERNATIONAL ZAGREB AIRPORT'S STRATEGY AND BUSINESS MODEL |
|----------------------|--|---|---|
| AFFECTED COMMUNITIES | Local economy | Airports can impact local economies positively by generating jobs, tourism, and business opportunities. They stimulate demand for hospitality, transportation, and retail sectors, contributing to economic growth. | Zagreb Airport creates jobs and offers opportunities for local suppliers. Additionally, local community benefits from demand for touristic services, including accommodation, transportation, food etc. generated by Zagreb Airport's passengers. |
| | Local employment and skills development | Both Zagreb Airport and the local community (Velika Gorica) can benefit from a joint partnership regarding education and training of locals that could find employment at Zagreb Airport. | Zagreb Airport participates in talent development of the local community by offering educational opportunities for airport jobs as well as internships for young graduates. |
| | Life and Fire Safety | Airport operations can result in emergency situations such as fire. In order to avoid negative impact, airports need to design emergency response plans and implement measures for preparedness and effective response. If local government agencies have little or no capacity to respond effectively, airports play an active role in preparing for and responding to emergencies associated with the operations. | Life and Fire Safety Master Plan has been developed for facilities, buildings and operations for which the public has access. Life and fire safety design is responsive to international life safety code and the Croatian life safety code. The design also complies with the Life and Fire Safety requirements of the IFC General EHS Guideline.* |
| | Societal actions | As part of the local community, Zagreb Airport can have a positive impact by supporting different initiatives and NGOs. | Zagreb Airport, in collaboration with different partners, engages in societal actions for the benefit of local community. |
| BUSINESS CONDUCT | Management of relationships with suppliers | Airports impact suppliers by creating demand for various services and products, such as construction, technology, and maintenance. Positive relationships with suppliers can stimulate local economies, while fair procurement practices, timely payments, and collaboration foster sustainable partnerships and contribute to overall airport operations. | Zagreb Airport engages with suppliers through public procurement procedures ensuring fair treatment of all applicants. Zagreb Airport implements sustainability criteria in procurement and ensures fair contract terms and timely payments towards suppliers. |
| | Prevention and detection of corruption | Airports can be susceptible to corruption due to complex procurement processes and regulatory interactions. Lack of transparency in awarding contracts, customs procedures, and security enforcement can undermine public trust, compromise safety, and hinder fair competition. | Zagreb Airport implements stringent anti-corruption measures and oversight to mitigate corruption-related risks. |

* COMMUNITY HEALTH, SAFETY AND SECURITY, ESAP, [HTTPS://WWW.ZAGREB-AIRPORT.HR/USERDOCSIMAGES/DOKUMENTI/ESAP-ZAGREB-AIRPORT.PDF?VEL=31324](https://www.zagreb-airport.hr/userdocsimages/dokumenti/esap-zagreb-airport.pdf?vel=31324)



2 ENVIRONMENTAL DISCLOSURES

2.1 Climate change

Identification and assessment of material climate-related impacts, risks, and opportunities

Climate-related impacts

The company's carbon footprint reflects its impact on climate change. Sources of emissions and carbon footprint have been identified and calculated in line with the Airport Carbon Accreditation, which is a voluntary global carbon management tool for airports. Carbon emissions are calculated based on the GHG Protocol and ICAO Doc 9889 (Airport Air Quality Manual).



Sources of direct emissions of Zagreb Airport include:

- ✓ **MOBILE SOURCES:** company cars
- ✓ **STATIONARY SOURCES:** refrigerant leakage, emergency generators, boilers (outsourced)
- ✓ **OTHER:** firefighting exercises fire suppression CO₂

Sources of indirect emissions in scope 3 include:

- ✓ surface access emissions
- ✓ APU and engine testing
- ✓ 3rd party vehicles/ground support equipment
- ✓ employee business travel
- ✓ LTO cycle.

Source of indirect emissions in scope 2 is purchased electricity.

Climate-related physical risks

The impact of climate change on the Zagreb Airport was analyzed by applying the methodology described in the European Commission guidelines “Non-paper Guidelines for Project Managers: Making vulnerable investments climate resilient”. The analysis was carried out in 3 modules: sensitivity analysis, exposure evaluation and vulnerability assessment. Based on the vulnerability analysis considering the baseline/observed climatic conditions and future climatic conditions, it is concluded that there is no need for the implementation of additional impact reduction measures, nor for further risk assessment, analysis of alternatives, and implementation of additional adaptation measures. Climate change impacts were analyzed for a) Assets and processes at the location and b) Traffic connection.

The analysis was conducted based on the results of Reg-CM’s simulation in 12.5 resolution for:

- ▶ Short-term period 2011–2040 and scenarios RCP4.5 and RCP8.5
- ▶ Long-term period 2041–2070 and scenarios RCP4.5 and RCP8.5

Representative Concentration Pathway (RCP) 4.5 is a scenario of long-term, global emissions of greenhouse gases, short-lived species, and land-use-land-cover which stabilizes radiative forcing at 4.5 W/m² (approximately 650 ppm CO₂-equivalent) in the year 2100 without ever exceeding that value. This scenario correlates to 1.8°C average temperature increase in 2100 compared to the end of the 20th century.

The Representative Concentration Pathway* (RCP) 8.5 corresponds to a high greenhouse gas emissions pathway. The greenhouse gas emissions and concentrations in this scenario increase considerably over time, leading to a radiative forcing of 8.5 W/m² at the end of the century. This scenario correlates to 3.7°C average temperature increase in 2100 compared to the end of the 20th century.

* SOURCE: THOMSON, A. M., CALVIN, K. V., SMITH, S. J. ETAL. RCP4.5: A PATHWAY FOR STABILIZATION OF RADIATIVE FORCING BY 2100. CLIMATIC CHANGE 109, 77 (2011). [HTTPS://DOI.ORG/10.1007/S10584-011-0151-4](https://doi.org/10.1007/s10584-011-0151-4)



Zagreb Airport is aware that the policy, legal, technological and market changes inherent to the transition to the low-carbon economy could have an impact on its business model and operations and therefore understands the need to analyze the related risks.

Climate-related transition risks and opportunities

Zagreb Airport plans to include assessment of climate-related transition risks into the internal risk management procedures.

Regulatory risks and opportunities

EU climate policy continues to evolve in two directions, first objective is to mitigate GHG emissions from all climate intensive sectors and second objective is to prepare businesses for the adverse consequences of climate change. Airports are not as significant emitters of GHG emissions; however, as a part of the larger aviation system, they have an important role in promoting cooperation with key stakeholders to reduce emissions from major activities that the airport can guide or influence*.

Technology risks and opportunities

The low-carbon transition will drive the development and deployment of new technologies related to electrification and sustainable fuels.

Market risk

As the awareness of the consequences of climate change increases and consumers become more conscious of their own contribution to global warming, there is a risk of a shift in their behavior regarding the travel options.

* SOURCE: ACI ACA MANUAL 13TH ISSUE

Policy commitment to emission reduction

MZLZ commitment to reduce CO₂ emissions

As a key player in Croatia, Zagreb Airport strives to be exemplary and ambitious in respecting the environment. The implementation of an Environmental Management System according to ISO 14001 as a part of the Integrated Management System, LEED passenger building certification and commitment to achieve net zero carbon emissions by 2050 clearly demonstrates Zagreb Airport's commitment to Sustainable Development.

Integrated Management System aims to:

- Systematically incorporate the environment into the activities
- Make Zagreb Airport a responsible player
- Prevent pollution
- Promote own values and pass on the best practice

Airport Carbon Management Strategic Plan 2023–2026

It is a goal of Zagreb Airport, within the context of its strategic plan for the period 2023–2026, to become a benchmark in Europe for customer satisfaction, economic performance, sustainable development, and move towards zero emissions by 2050.

For this to happen, Zagreb Airport set the ambitious target of reducing internal CO₂ emissions while, at the same time, improving the level in quality of service and taking into account the growth in airport capacity.

The 3-year plan includes:

- Electricity consumption reduction
- Gas and oil consumption reduction
- Increasing the use of energy from renewable sources
- Control of electricity, water, gas, and oil consumption
- Implementation of the lifecycle plan replacement of old equipment
- Stakeholders' education and information in order to highlight the importance of energy efficiency
- Investing in a sustainable fleet
- Emission offset projects

Zagreb Airport takes the environmental aspect into consideration in all actions and performs activities with the utmost respect for the environment.

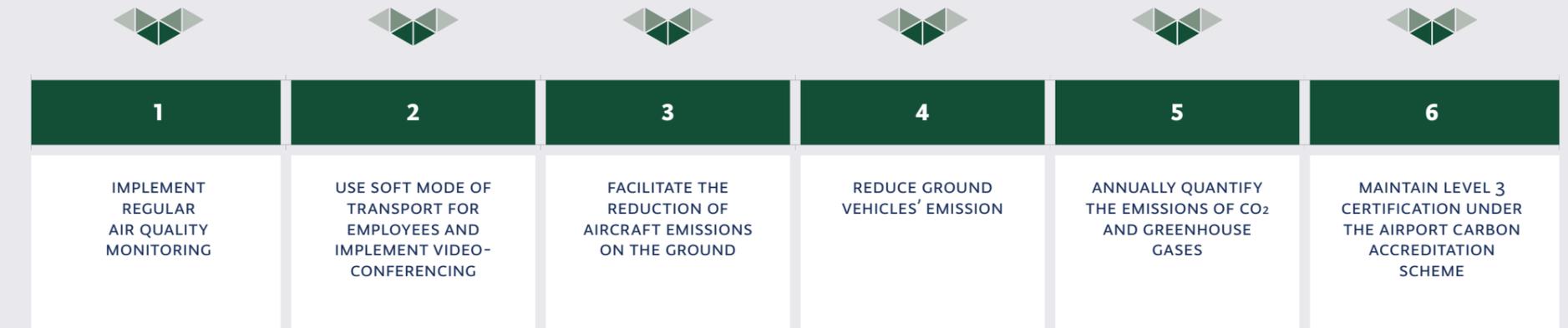


Policy on energy

As an employer, planner, and manager of infrastructures, Zagreb Airport impacts the environment of its various sites. The business is committed to combating climate change and limiting the effects of its activities, especially in terms of greenhouse gas emissions.

In energy terms, Zagreb Airport aims to bring consumption under control and to continue experiencing the implementation of renewable energy facilities, all the while taking into account the comfort and satisfaction of the customers. The company's actions will be organized within a specific management system. Zagreb Airport coordinates the actions to be undertaken and annually updates the commitments it has made.

IN LINE WITH ITS INTEGRATED MANAGEMENT SYSTEM'S POLICY AND IN ORDER TO LIMIT ITS IMPACT ON THE ENVIRONMENT, ZAGREB AIRPORT COMMITS TO:



Policy on transportation & air quality

Airport activities and air traffic emit greenhouse gases and local pollutants. For the airport manager, internal emissions are linked in large part to energy consumption and vehicles. The main indirect emissions are linked to air traffic and airport access routes.

Carbon reduction policy is adopted by the Management Board and implemented in the operations through Integrated Management System. Carbon reduction activities are coordinated by the Integrated management system, sustainable development and risk management department. The policy is published on the official website, notice boards, and intranet, which are available to all stakeholders.

Climate actions

Actions in the reporting period

In 2023, Zagreb Airport implemented following actions that contribute to the mitigation and adaptation to the climate change:

Electricity from 100% renewable sources

In January 2022, Zagreb Airport switched to purchasing electricity only from renewable sources. The supplier of electricity guarantees through contractual agreement to Zagreb Airport that the electricity used by the airport is 100% produced from renewable sources with an emission factor of 0g CO₂. The origin of electricity is proven by retiring a sufficient number of guarantees of the origin in the Registry of Guarantees of Origin managed by HROTE, in accordance with the valid methodology for determining the origin of electricity and the rules on the use of the register of the guarantees of the origin of electricity. Zagreb Airport holds energy attribute certificate Guarantees of Origin-GOs. This measure reduced CO₂ emissions by approximately 56% in scope 2 (according to ACI ACA methodology).

Low-carbon passenger transports

With the aim to reduce scope 3, indirect emissions, Zagreb Airport in 2022 started with the establishment of sustainability requirements for Rent a Car / Taxi / Car Sharing in order to promote low-carbon passenger transport.

Stakeholder engagement plan for climate action

Aware of the importance of collaboration with other aviation stakeholders, Zagreb Airports started with identification and categorization of stakeholders the airport can guide and those it can influence according to ACI Airport Carbon Accreditation. A revision of a Stakeholder Engagement Plan is done on annual basis.



Improving energy efficiency

In 2024 several projects were implemented with the aim to improve energy efficiency. This includes:

- ✓ East Apron – replacement of halogen into LED lights
- ✓ Solar plant (250kW) on the roof of the Technical base building
- ✓ Installation of UPSs (Uninterruptible power supply) in Trafostations TS-3 and TS-4
- ✓ Reconstruction of the heat substation in the Technical base building (second phase)

Airport Carbon Accreditation independently assesses airports' efforts to manage and reduce emissions. In 2024 Zagreb Airport had maintained a level 3 certificate that confirms accreditation level of "Optimisation".

Solar Power Plant

Solar panels in Technical base building

The 250kW solar power plant has been installed on the sloped roof of the Technical base building at the ZAG airport. The expected annual electricity production is 336.208 kWh, and the amount of greenhouse gas emissions reduction [tCO₂/year] is 53.45. Return on investment is 7 years.

When sunlight hits a solar panel, it creates an electrical voltage between the front and back sides. This voltage forms direct current (DC) electricity, which is then sent to an inverter. The inverter converts the DC into alternating current (AC) and sends it to the outlets.

The solar potential of each (home) power plant is unique and depends on the location of the building, the number of sunny days in the area, the surface area, type, and orientation of the roof. This type of solar power plant generates electricity even during colder periods of the year, though at a lower intensity. Factors affecting electricity production include weather conditions, the number of sunny hours, sunlight intensity, and the angle of the solar panels.

The energy produced by such a solar power plant is primarily directed to electrical appliances, which do not need to draw energy from the grid, as their electricity needs are met by the solar plant. This results in less energy being drawn from the grid and leads to energy savings.

During the next medium-term plan (5 years), Zagreb Airport will examine the possibility of expanding the capacity of integrated solar power plants on the roofs of buildings.

Airport Carbon Accreditation

Airport Carbon Accreditation is the only institutionally-endorsed, global carbon management certification programme for airports. It independently assesses and recognises the efforts of airports to manage and reduce their carbon emissions through 7 levels of certification: ‘Mapping’, ‘Reduction’, ‘Optimisation’, ‘Neutrality’, ‘Transformation’, ‘Transition’ and Level 5 (topmost level in Airport Carbon Accreditation programme).

Airport Carbon Accreditation provides airports with a common framework which relies on internationally recognised methodologies for carbon management and goal-setting. The program is site-specific, providing the flexibility to accommodate national or local legal requirements, all the while ensuring that the methodology employed remains consistently robust.



By becoming Airport Carbon Accredited, an airport benefits in many ways, including:

- ☑ Achievement of real, verified emissions reductions
- ☑ Data collection and verification, which ensures that a clear understanding of emissions at the airport is developed, enabling the airport to identify priority areas for emissions reduction
- ☑ Enhanced dialogue between different airport departments on issues relating to CO₂ emissions
- ☑ Substantiated endorsement in the public domain of the airport’s achievements
- ☑ Improved emissions performance and operational/cost efficiencies not only for the airport itself but also for third parties responsible for emissions sources at the airport
- ☑ Increased shareholder value, brand reputation and stakeholder support
- ☑ Alignment with the global climate goals

Zagreb Airport has been awarded a certificate by the Airport Council International (ACI), confirming a level 3 of management and reduction of CO₂ emissions in its daily airport operations. According to the classification of the global ACI ACA (Airport Carbon Accreditation) program, this level is referred to as “Optimization” and represents a significant step towards fulfilling Zagreb Airport’s commitment to achieving zero CO₂ emissions by 2050. Franjo Tuđman Airport is the first airport in Croatia to reach ACI ACA level 3, which is the result of an extensive program of various activities in recent years aimed at reducing carbon emissions.

Becoming Airport Carbon Accredited at the Optimisation level requires third-party engagement in carbon footprint reduction. Third parties include airlines and various service providers, such as independent ground handlers, catering companies, air traffic control and others working on the airport site. This level also includes engagement on surface access modes (such as road and rail), with authorities and with users.

To achieve this level of accreditation, an airport has to:

- ☑ Fulfill all the requirements of Mapping and Reduction levels
- ☑ Widen the scope of its carbon footprint to include a range of scope 3 emissions
- ☑ Present evidence of engagement with third-party operators to reduce the above emissions

Actions for the future

In order to fulfill net zero commitments, Zagreb Airport has adopted Airport Carbon Management Strategic Plan 2023–2026.

The Carbon Management Plan contains measures to reduce emissions within scope 1 and scope 2. The plan will be updated at least every 3 years. In order to reduce emissions in line with set targets and policy commitments for 2023–2026 period, Zagreb Airport is planning to implement following actions:

In 2024–2026 period, Zagreb Airport will invest in total 2.540 kEUR in projects that will annually reduce 157 tons of CO₂.

| ITEM | KEUR | | | ANNUAL CO ₂ REDUCTION [TONS] |
|---|------------|------------|------------|---|
| | CAPEX 2024 | CAPEX 2025 | CAPEX 2026 | |
| CO₂ reduction – planned projects | | | | |
| Reconstruction of hotwater pipeline | | | 150 | 9 |
| Enhanced maintenance and modifications of HS Technical base (secondary system only) – works (phase 2/2) | 65 | | | 12 |
| Fancoil replacement in Administration building (2 phases) | | | 170 | 2 |
| Replacment of vertical signage on manoeuvring area (MILMOB) | | 1.200 | | 3 |
| Solar plant on Technical base, 250 kW | 300 | | | 53 |
| Switching halogen lights to LED on East Apron | 150 | | | 29 |
| Switching halogen lights to LED on West Apron | | | 180 | 47 |
| AGL – switch from halogen to LED, 99 lamps, stop bar and segment of CL on TWY F | | | 325 | 1,4 |
| TTL Project cost, kEUR/year | 515 | 1.200 | 825 | |
| TTL CO ₂ reduction/year | 66 | 9 | 54 | |
| TTL Project cost 2024–2026, kEUR | 2.540 | | | |
| TTL CO ₂ reduction in period 2024–2026/year | 157 | | | |

Sustainable aviation fuels

Sustainable aviation fuels (SAF) are a safe, proven replacement for fossil jet fuel which have the potential to reduce greenhouse gas emissions by up to 80% compared with conventional jet fuel. SAF is produced from sustainable resources such as waste oils from a biological origin, agri residues, or non-fossil CO₂. SAFs are more expensive than traditional jet fuel. Estimates range from 2x for some waste-based sources to 6-10x for synthetic fuels using carbon capture*.

Airports are key enablers of wider use of sustainable aviation fuels. Zagreb Airport plans to collaborate with fuel delivery suppliers to be able to provide approximately 2.6% of Sustainable Aviation Fuels by 2026 and 4.6% by 2030. SAFs are a transitional solution for the aviation industry to reduce carbon emissions while the new technology and alternative sources of energy are still not widely available.

* CARBON CAPTURE IS A PROCESS THAT CAPTURES CARBON DIOXIDE EMISSIONS FROM SOURCES LIKE COAL-FIRED POWER PLANTS AND EITHER REUSES OR STORES IT SO IT WILL NOT ENTER THE ATMOSPHERE.



OLGA project hOlistic Green Airport

A HOLISTIC APPROACH TO REDUCE ENVIRONMENTAL IMPACT OF AVIATION

It is expected that the OLGA project will rapidly achieve quantifiable advances, thus accelerating the exploitation of results. The efforts and innovative measures of OLGA will lead to CO₂ reduction, air quality improvement, and biodiversity preservation, while involving the entire value chain of the aviation sector. The OLGA results will further generate positive impacts at societal, environmental and economic levels which will spread at local, national and EU scales.

OLGA partners (airports, airline, handler, industry, research, SMEs) unite a wealth of expertise to contribute to solving complex challenge: efficient and carbon neutral airport and airline operations, sustainable logistics, smart energy & mobility, intermodality for passengers and freight, emission/air quality assessments, green construction and circular end-of-life solutions.



Key figures about OLGA

WHAT

| WORK PACKAGES | TASKS | MONTHS PROJECT | FUNDING | PROJECT |
|---------------|-------|----------------|---------|---------|
| 10 | 40 | 60 | 25 M€ | 34 M€ |

WHO

| AIRPORTS (CDG, MXP, ZAG, CLJ) | PARTNERS | THIRD PARTIES | COUNTRIES | ADVISORY BOARD MEMBERS |
|-------------------------------|----------|---------------|-----------|------------------------|
| 4 | 41 | 16 | 10 | 27 |

A – CDM project – collaboration of aviation partners

A-CDM is a global concept of cooperation among stakeholders/partners of the airport, through the process of timely exchange of information, adapted procedures and tools.

The cooperation agreement was signed by International Zagreb Airport, the national airline Croatia Airlines, Havas Ground Handling and Croatian Air Traffic Control.

A-CDM project will optimize the use of available resources, ensure better planning and improve the overall operational efficiency of Zagreb Airport.

The project is ongoing and implementation is expected at the beginning of 2026.



WeWatt ECo bike for charging mobile devices Clean energy, healthy body and full battery

Zagreb Airport has created an innovative human powered WeWatt exercise bike area which enables passengers to charge gadgets with their own kinetic energy. Energy generated like this is 100% green, while biking positively impacts passengers health. 10 minutes of biking can recharge about 15% of battery. Bikes themselves are also sustainable as WeWatt uses recycled materials in production of the bikes, while the phone charging kiosks are constructed by people with disability. They also developed an App to enable users to monitor information such as energy produced (HumanWh), calories burned (kcal), distance biked (km) and battery status (% of total capacity).



Play Your Airport PROJECT

In April 2024, Zagreb Airport and Groupe ADP launched the "Play Your Airport" project – a challenge for innovative solutions aimed at enhancing airport services and passenger experience. The submitted projects competed in three categories: green airport, process automation, and passenger experience. This unique challenge, a first of its kind in Croatia, provided small and medium-sized companies, academia, and startups with an opportunity to present original ideas and advanced technological solutions applicable in airports, with the possibility of winning valuable awards.





Tree planting project

“Put down roots, grow and develop with the company!” is the motto of Tree planting project in the Rusjan brothers Park in the front of the old passenger terminal. The project of planting trees at the airport, as part of sustainability and a concrete example of socially responsible business, implies a new project in which all ZAG employees are included. ZAG Management is committed to sustainable development which is integrated into the company through relevant projects, procedures, policies of sustainable development and the implementation, awareness and improvement of the ISO 9001, ISO 14001 and ISO 10002 standard. A few years ago, in order to reduce carbon emissions, a tree planting project was launched in cooperation with the local community in order to reduce the values of produced carbon emissions in the area of the airport, which resulted in the planting of more than 130 trees in several elementary schools in the area of the city of Velika Gorica.



Small guests of ZAG airport

Under the Biodiversity Plan, two insect hotels have been installed at the airport in two locations: in the Park of the Rusjan Brothers and near the General Aviation Terminal.

The care for insects through the construction of insect hotels, as part of the Biodiversity Plan, is extremely important because these small creatures play a crucial role in maintaining healthy ecosystems, ensuring pollination and pest control. Our airport recognizes this role, thereby setting an example of sustainable development. Such steps promote symbiosis between business and nature, where both sectors can grow and progress in accordance with sustainability principles, ensuring long-term benefits for future generations.

ZAGREB AIRPORT as a “Silent Airport”

Zagreb Airport has joined the global "Silent Airport" initiative with the goal of reducing noise levels inside the passenger terminal. From November 22, 2024, public announcements over the PA system were limited, and all passengers are able to access relevant information through new interactive info kiosks. From now on, all passenger calls and announcements are made exclusively on the airside, after passing through security screening and boarding pass control, at the gates.

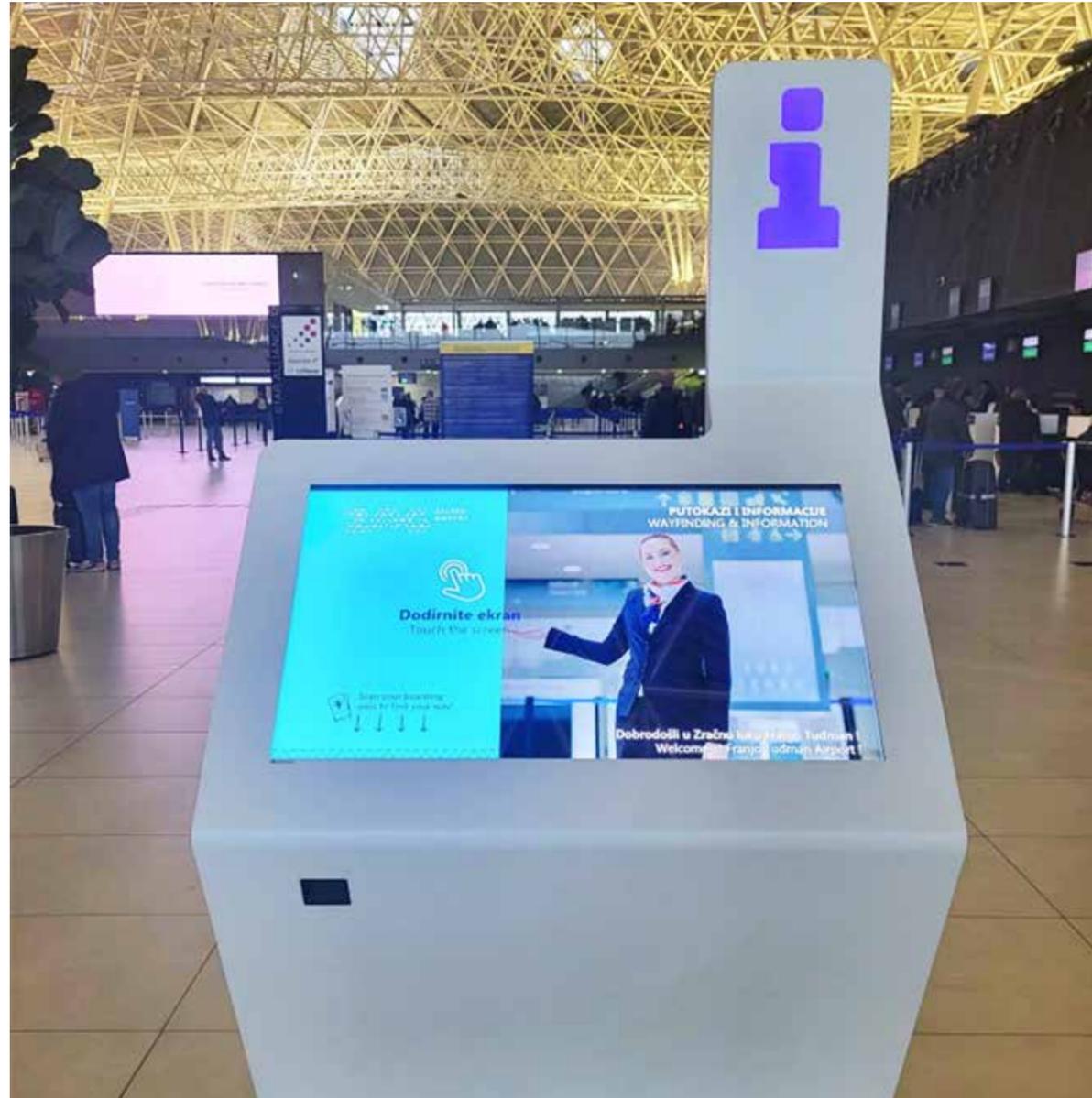
Locations of interactive kiosks:

- ▶ **ARRIVALS:** Ground floor of the passenger terminal – landside, after Customs inspection.
- ▶ **DEPARTURES:** 2nd floor – landside, at the previous Info Desk location.

The kiosks are available in Croatian and English and are adapted to meet the physical needs of persons with disabilities, including wheelchair users and individuals with visual impairments.

Additionally, on the 2nd floor of the passenger terminal, in the departures zone, there is a Special Assistance totem.

Passengers with reduced mobility (PRM) can use this totem to contact the PRM Welcome Service directly.



Climate targets

In order to achieve policy objectives to reduce CO₂ emissions and move towards net zero operations, Zagreb Airport has set ambitious yet realistic goals for the period until 2030.

When setting targets, Zagreb Airport has set 2022 as the base year* and 1.997,20 tCO₂ (according to the ACI ACA methodology) as the baseline values. Targets will be reviewed on a 3-year basis. Zagreb Airport has set a challenging and realistic target for emission in absolute terms demonstrating annual improvement in scopes 1 and 2 emissions against a three-year rolling average.

- ▶ Zagreb Airport’s medium-term target is to reduce CO₂ emissions in scope 1 and scope 2, by 17% from 2022 values in the period from 2023 and 2026.
- ▶ Zagreb Airport’s long-term target is to reduce CO₂ emissions in scope 1 and scope 2, by 50% from 2021 values (7.263,10 tCO₂ according to ACI ACA methodology) until 2030.
- ▶ Zagreb Airport has committed to becoming net zero by 2050.

Additionally, Zagreb Airport commits to:

- ▶ Reduce energy consumption by 20% (electricity, heating and cooling) between 2023 and 2026.

Currently, there are no targets related to reductions of scope 3 emissions.

Scope of targets

The concession of Zagreb’s Franjo Tuđman Airport includes financing, the design, and construction of the new airport. Operating the entire airport for close to 30 years, including the runway, passenger terminal, cargo terminal, parking lots and future property developments. Operational boundary defines scope of direct and indirect emissions for operations based on the company’s established organizational boundary. Sources of emissions (activities/facilities) are categorized as Scope 1, 2 or 3:

- ▶ **SCOPE 1:** Direct GHG emissions that occur from sources that are owned and/or controlled by the airport, for example, emissions from combustion in owned or controlled boilers, vehicles, etc.
- ▶ **SCOPE 2:** Indirect GHG emissions from the generation of purchased electricity, steam, heat or cooling consumed by the airport. Scope 2 emissions physically occur at the facility where purchased electricity is generated.
- ▶ **SCOPE 3:** All other indirect emissions, which are a consequence of the activities of the airport but occur from sources not owned and/or controlled by the company (e.g., aircraft movements, etc.). Such sources can be located within or outside the airport premises (geographical boundary).

Methodology

Airport Carbon Accreditation** remains the only voluntary global carbon management standard for airports. By adopting Airport Carbon Accreditation as a tool and standard for collecting data, calculating and managing GHG emissions and setting targets, Zagreb Airport has aligned their carbon management with the global climate goals enshrined in the Paris Agreement. Airport Carbon Accreditation is the only global, airport-specific carbon standard which relies on internationally recognized methodologies. It provides airports with a common framework for active carbon management with measurable goalposts.

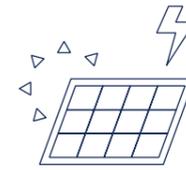
The programme is site-specific allowing flexibility to take account of national or local legal requirements, whilst ensuring that the methodology used is always robust. Airport Carbon Accreditation is owned and governed by ACI EUROPE and the programme is administered by WSP, the environmental consultancy tasked with enforcing the strict criteria of accreditation and safeguarding the independent character of the programme’s framework.

In the period from 2023 to 2026 Zagreb Airport will implement many measures with the end goal of supporting the set targets. List of actions with expected GHG emission reductions is presented under “actions for the future”.

* UNLESS OTHERWISE INDICATED IN TEXT
 ** SOURCE: [HTTPS://WWW.AIRPORTCARBONACCREDITATION.ORG/](https://www.airportcarbonaccreditation.org/)

Energy consumption and mix

In 2024, Zagreb Airport consumed in total of 38.650,32 MWh of energy, of which 41,54% was from renewable sources, and 58,46% from fossil fuels. Energy consumption is presented in the table below.



In 2024, Zagreb Airport produced **31,18 MWh** from its own renewable source (photovoltaic panels).

TABLE: ENERGY CONSUMPTION AND MIX

| ENERGY CONSUMPTION AND MIX | 2023 | 2024 | % N/N-1 |
|---|-----------|-----------|---------|
| (1) Fuel consumption from coal and coal products (MWh) | 0,00 | 0,00 | 0% |
| (2) Fuel consumption from crude oil and petroleum products (MWh) | 690,99 | 1.379,14 | 99,59% |
| (3) Fuel consumption from natural gas (MWh) | 8.703,00 | 10.166,00 | 16,81% |
| (4) Fuel consumption from other fossil sources (MWh) | 0,00 | 0,00 | 0,0% |
| (5) Total consumption of purchased or acquired electricity, heat, steam, and cooling from fossil sources (MWh); | 8.718,00 | 11.048,00 | 26,73% |
| (6) Total fossil energy consumption (MWh) (calculated as the sum of lines 1 to 5) | 18.111,99 | 22.593,14 | 24,74% |
| Share of fossil sources in total energy consumption (%) | 54,58% | 58,46% | 3,88% |
| (7) Consumption from nuclear sources (MWh) | 0,00 | 0,00 | 0% |
| (8) Fuel consumption for renewable sources, including biomass (also comprising industrial and municipal waste of biologic origin, biogas, renewable hydrogen, etc.) (MWh) | 0,00 | 0,00 | 0% |
| (9) Consumption of purchased or acquired electricity, heat, steam, and cooling from renewable sources (MWh) | 15.041,00 | 16.026,00 | 6,55% |
| (10) The consumption of self-generated non-fuel renewable energy (MWh) | 31,13 | 31,18 | 0,16% |
| (11) Total renewable energy consumption (MWh) (calculated as the sum of lines 8 to 10) | 15.072,13 | 16.057,18 | 6,54% |
| Share of renewable sources in total energy consumption (%) | 45,42% | 41,54% | -3,88% |
| Total energy consumption (MWh) (calculated as the sum of lines 6, and 11) | 33.184,12 | 38.650,32 | 16,47% |
| Energy intensity in MWh/EUR (Total energy consumption from activities in high climate impact sectors per net revenue from activities in high climate impact sectors) | 0,00045 | 0,00042 | -6,67% |

GHG emissions

Since the European Union Emissions Trading System (EU ETS) pertains to aviation activities of flights conducted by aircraft operators, i.e., airlines, the activities of MZL are not included in the aviation sector activities covered by the EU emissions trading system (EU ETS).

Scope 1

In 2024, Zagreb Airport emitted in 2.265,44 t of CO₂e (according to the ACI ACA methodology) in scope 1 of which 91,50% was from stationary sources, and 8,50% from mobile sources. Zagreb Airport reduced emissions in scope 1 for 83,09% in respect to three-year rolling average.

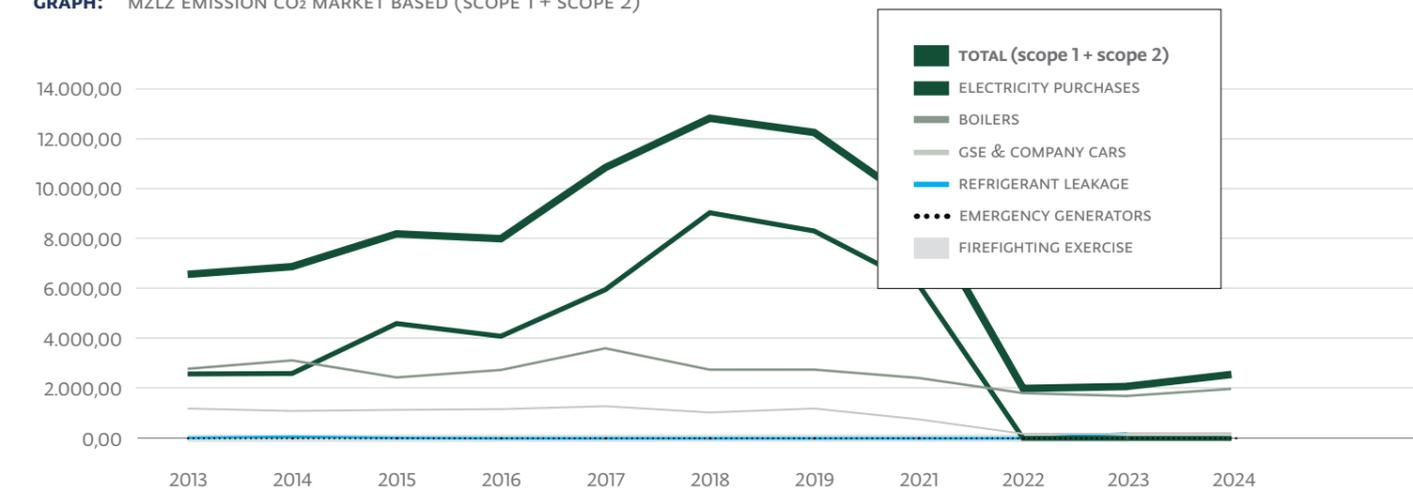
Scope 2

In January 2022 Zagreb Airport switched to purchasing electricity only from renewable sources. The supplier of electricity guarantees through contractual agreement to Zagreb Airport that the electricity used by the airport is 100% produced from renewable sources with an emission factor of 0 g CO₂, which is why emissions in scope 2 (indirect emissions from energy production) are 0 in 2024.

Scope 3

Significant sources of emissions in scope 3 category are: LTO (landing and take-off) cycle, APU (auxiliary power units) and engine testing, surface access emissions, airport staff business travel and GSE & company cars HAVAS. LTO (landing and take-off) cycle and APU (auxiliary power units) and engine testing are directly related to aircraft. These emissions have decreased in 2024 in respect to 2023 by -12,14%. Surface access emissions which are related to traffic to and from the airport have increased by 17,23% mostly due to a larger number of passengers in 2024. Emissions related to business travel of the staff increased in 2024.

GRAPH: MZL EMISSION CO₂ MARKET BASED (SCOPE 1 + SCOPE 2)



Emissions under control of Zagreb Airport (scope 1 + scope 2) increased by 8,35% (market-based method) in 2024 compared to 2023. Zagreb Airport reduced emissions in scope 1 for 83,09% in respect to three-year rolling average.

This significant reduction is mostly the result of switching to electricity from renewable sources.

TABLE: THE OVERVIEW OF THE GHG EMISSIONS IN 2024

| | RETROSPECTIVE | | | MILESTONES AND TARGET YEARS | | |
|---|---------------|-----------|-----------|-----------------------------|------|--------|
| | 2023 | 2024 | % N / N-1 | 2026 | 2030 | (2050) |
| Scope 1 GHG emissions | | | | | | |
| Gross Scope 1 GHG emissions (tCO ₂ eq) | 2.076,25 | 2.265,44 | 9,11% | -17% | -50% | -100% |
| Percentage of Scope 1 GHG emissions from regulated emission trading schemes (%) | 0 | 0 | 0,00% | | | |
| Emissions from stationary sources | 1.895,29 | 2.072,97 | 9,37% | | | |
| Emissions from mobile sources | 180,96 | 192,48 | 6,37% | | | |
| Scope 2 GHG emissions | | | | | | |
| Gross location-based Scope 2 GHG emissions (tCO ₂ eq) | 0 | 0 | 0% | | | |
| Gross market-based Scope 2 GHG emissions (tCO ₂ eq) | 0 | 0 | 0% | | | |
| Total scope 1+2 GHG emissions | | | | | | |
| Total scope 1 + scope 2 emissions (location-based) | 2.076,25 | 2.265,44 | 9,11% | | | |
| Total scope 1 + scope 2 emissions (market-based) | 2.076,25 | 2.265,44 | 9,11% | | | |
| Significant scope 3 GHG emissions | | | | | | |
| Total Gross indirect (Scope 3) GHG emissions (tCO ₂ eq) | 65.055,48 | 57.156,57 | -11,68% | | | |
| LTO cycle | 48.349,36 | 37.890,93 | -21,63% | | | |
| APU (auxiliary power units) and engine testing | 5.761,11 | 6.440,30 | 11,79% | | | |
| Surface access emissions | 10.146,46 | 11.894,62 | 17,23% | | | |
| Airport company staff business travel | 3,9 | 8,3 | 112,82% | | | |
| GSE & company cars HAVAS | 794,7 | 922,44 | 16,07% | | | |
| Total GHG emissions | | | | | | |
| Total GHG emissions (location-based) (tCO ₂ eq) | 67.131,73 | 59.422,01 | -11,48% | | | |
| Total GHG emissions (market-based) (tCO ₂ eq) | 67.131,73 | 59.422,01 | -11,48% | | | |
| GHG intensity per net revenue | | | | | | |
| Total GHG emissions (location-based) per net revenue (tCO ₂ eq/EUR) | 0,0009194 | 0,0006500 | -29,30% | | | |
| Total GHG emissions (market-based) per net revenue (tCO ₂ eq/EUR) | 0,0009194 | 0,0006500 | -29,30% | | | |



Zagreb Airport reduced GHG intensity by 11.48% in respect to previous year.

Zagreb Airport reduced emissions in scope 1 and 2 for 83.09% in respect to three-year rolling average. This significant reduction is mostly the result of switching to electricity from renewable sources.

Zagreb Airport calculated its carbon footprint using the worksheets provided by the ACI EUROPE.

As a part of carbon footprint calculation methodology, Zagreb Airport used following data for the calculation of the carbon footprint:

- ✓ Energy consumption data
- ✓ Fuel consumption data
- ✓ kWh of electricity produced
- ✓ LTO cycle information
- ✓ Flight information (e.g. aircraft type, flight distance)
- ✓ Other data (private vehicles, public transportation, surface access, travel, de-icing, APUs)



2.2 Environmental Management System

Commitment of the management board to environmental protection is formally shown in the Integrated Management System policy which is publicly available at Zagreb Airport's website and internally distributed via company intranet to all relevant stakeholders. Policy has been endorsed and approved by the Board. This Integrated Management System policy applies to all Zagreb Airport activities.

Zagreb Airport's Integrated Management System policy aims to:

- ✓ systematically incorporate the environment into its activities
- ✓ make it a responsible company
- ✓ prevent
- ✓ promote the values and pass on the best practice.

Zagreb Airport takes the environmental aspect into consideration in all actions and performs activities with the utmost respect for the environment. The Policy is applied through the commitment to continual improvement of the Integrated Management System by:

- ▶ Complying with the statutory, regulatory requirements and the international standards
- ▶ Origination, production, storage, handling, processing, transfer and distribution of aeronautical data and aeronautical information
- ▶ Meeting contractual obligations
- ▶ Implementing change management to ensure high levels of customer satisfaction
- ▶ Implementing Environmental Management System and continually improving its performance by focusing on carbon management strategy with aim to net zero carbon emissions by 2050 and pollution prevention
- ▶ Application of measures against the infectious diseases, if necessary
- ▶ Implementing cost efficient operational management and maximizing revenues
- ▶ Encouraging employees and airport community to report concerns relating to Quality, Environment, Complaint management, Safety, Security, and infectious diseases
- ▶ Involving all concerned stakeholders in the improvement actions
- ▶ Developing and operating a safe airport complying applicable aviation standards and following the best practices
- ▶ Establishing and reviewing objectives and implementing effectively the requirements of the Integrated Management System
- ▶ Continually monitoring the results and acting whenever needed
- ▶ Developing the skills and knowledge of the staff through training in accordance to perform their job in a qualitative, safe, secure, and environment-friendly way

Zagreb Airport has established an Integrated Management System (IMS) that complies with the standard requirements of ISO 9001:2015, ISO 14001:2015 and ISO 10002:2018. Integrated Management System includes systematic processes to minimize, manage, and monitor environmental impacts and risks that arise during operations.

Annual environmental management plan is developed based on the Zagreb Airport Environmental management and monitoring plan (applicable to 30 year concession period), regulatory and statutory requirements, Environmental Impact Assessment, airport carbon accreditation plan, and identified occurrences and audit findings. Annual environmental action plan defines all necessary actions needed to manage environmental impacts.

Zagreb Airport at least once per year holds an Environmental protection committee meeting that includes Croatian Air Navigation Services (Croatia Control), Ministries, Croatian Civil Aviation Agency, Representatives of the local community, fuel delivery suppliers and airline representatives with the aim to discuss improvements in regards to environmental protection.



Significant environmental aspects

Noise

Aircraft landing and take-off are the main sources of noise emission. The most common types of aircraft operating at Zagreb Airport, making approx. 90% of all flights, include modern turbo propeller Bombardier de Havilland Canada DHC Dash 8 Q400 followed by the Airbus A318-A321 Family. Other frequently operated aircraft include the Embraer E190, ATR 72, Boeing 737-800 and Bombardier CJR-1000 which belong to ICAO Cat C. A smaller portion of operations include larger ICAO Category D and E aircraft, such as the Airbus A330-300 and Airbus A330-200.

As per current legislation in Croatia, the impacts of airport generated noise to the settlements and adequate response to mitigate it is under the responsibility of several stakeholders and third parties such as airline operators, as well as relevant public authorities e.g. Croatian Air Traffic Control (CATC) and Croatian Civil Aviation Authorities (CCAA) for take-off and landing protocol and associated noise mitigation measures as noise insulation scheme.

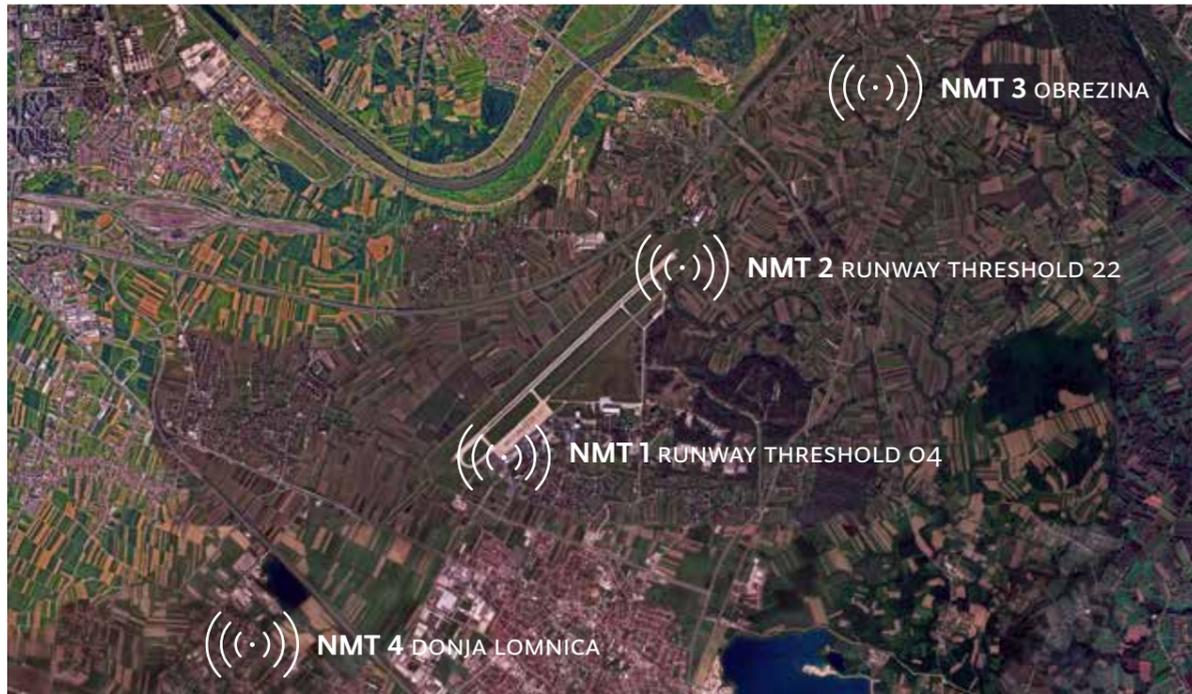
The Zagreb Airport has performed continuous noise monitoring and has identified a noise impact area in the immediate vicinity of the airport.

Noise monitoring

Noise monitoring at an airport involves the systematic measurement and analysis of noise levels to assess the impact on the local community. Noise monitoring stations are strategically placed around the airport perimeter and in nearby residential areas to capture accurate noise data. Noise monitoring Terminal (NMT) continuously records noise levels, capturing information about the intensity, duration, and frequency of sources of noise which include aircraft operations and ground activities. Collected noise data is analyzed to identify patterns, peak noise events, and trends. This analysis helps determine the times when noise impacts are most pronounced. The noise data is compared to regulatory standards and guidelines set by aviation authorities and local regulations to ensure compliance with permissible noise limits. Based on the analysis, airports can develop and refine noise mitigation strategies, such as adjusting flight paths, implementing operational restrictions, or investing in noise barriers.

Since 2006, Zagreb Airport has installed a system of noise monitoring, consisting of four (4) Noise monitoring Terminals (NMT), and one computer program: Environmental Noise Model (ENM), used to monitor and analyze data received from monitoring terminals. In 2014, MZLZ completed the upgrade of the system for noise monitoring. Thus, the noise monitoring system includes a connection to the radar of Croatia Control (Croatian air traffic control), which benefits speed and accuracy in processing flight operating data. In this way, MZLZ obtains accurate information on aircraft movements over districts in its immediate vicinity and allows for the automatic correlation of landing and take-off operations with noise levels on monitoring terminals.





Noise monitoring locations

System of Noise Monitoring at Zagreb Airport has four fixed Noise Monitoring Terminals:

- ✓ NMT 1 is located near runway threshold 04,
- ✓ NMT 2 is located near runway threshold 22,
- ✓ NMT 3 is located in district of Obrezina,
- ✓ NMT 4 is located in district of Donja Lomnica.

System of Noise Monitoring at Zagreb Airport International also has one mobile station which monitors the level of noise every year from 1 June to 1 October. During this period MZLZ conducts testing of the minimum duration of fifteen days at every control point of emission according to yearly noise measuring plan:

- ✓ Measuring point 5: village Črnkovec,
- ✓ Measuring point 6: village Velika Kosnica,
- ✓ Measuring point 7: village Pleso,
- ✓ Measuring point 8: town Velika Gorica,
- ✓ Measuring point 9: village Selnica Ščitarjevska.

The noise levels measured on the runway thresholds location, where NMT 1 and NMT 2 were placed, varied from 58,9 dB (A) to 72,9 dB (A). The highest noise level was recorded from May to September as a result of the increased number of operations due to seasonality of flights.

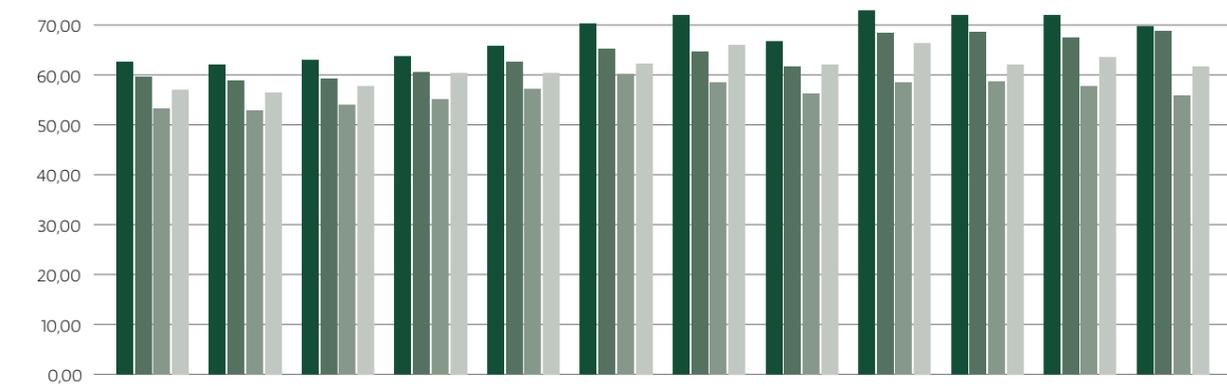
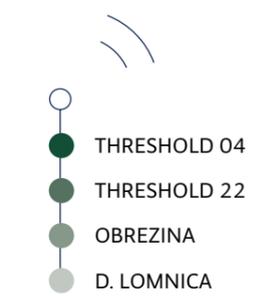
The data obtained from the NTM 3 and NMT 4 stations placed in settlements Obrezina and Donja Lomnica varied from 53,0 dB(A) to 66,4 dB(A), indicating that the recorded noise was below the noise recorded at the airport.

Every five year, a noise chart is produced, which includes operations and characteristics for each type of aircraft.

In 2024 we continued, together with Air Traffic Control and experts from Envirosuite, Zagreb Airport to work on the improvement of the Noise Monitoring System with the aim to separate civil, military, and background noise with new ARTAS track output service.

External communication is on-going with local communities. Community input is gathered through feedback mechanisms, and environmental committee meetings to understand residents' experiences and concerns related to airport noise. Zagreb Airport publishes regular noise reports detailing noise monitoring results, trends, and the effectiveness of implemented measures.

Summaries of noise level measurements for previous years are published and available at:
<https://www.zagreb-airport.hr/en/business/corporate/environment/129>



| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| THRESHOLD 04 | 62,6 | 62,1 | 63,1 | 63,8 | 65,8 | 70,3 | 72,0 | 66,7 | 72,9 | 72,0 | 72,0 | 69,8 |
| THRESHOLD 22 | 59,6 | 58,9 | 59,3 | 60,6 | 62,6 | 65,2 | 64,7 | 61,8 | 68,4 | 68,7 | 67,5 | 68,9 |
| OBREZINA | 53,3 | 53,0 | 54,0 | 55,1 | 57,2 | 60,2 | 58,6 | 56,2 | 58,6 | 58,8 | 57,7 | 55,9 |
| D. LOMNICA | 57,1 | 56,5 | 57,7 | 60,5 | 60,5 | 62,3 | 66,1 | 62,0 | 66,4 | 62,0 | 63,6 | 61,8 |

GRAPH: NOISE MEASURING RESULTS FROM JAN. 2024 DEC. 2024

Noise mitigation measures

Zagreb Airport cannot take aircraft noise away and so it is inevitable that some noise will be experienced by people living in the vicinity of the airport or under flight paths.

Zagreb Airport commits to work on noise reduction wherever possible and this is why the following long-term objective for the management of aircraft noise has been set: "To limit aircraft noise impacts and gain the trust of our stakeholders that we are using the best practicable means to achieve this goal, and to continue this approach into the future, within the framework established by the government."

These themes establish a framework for the Zagreb Airport's Noise action plan and help inform the local community of its priorities.

Noise reduction plan was adopted for the period from 2022 to 2026 and published on the Zagreb Airport website. The airport has designed and implemented a robust set of measures to effectively address and mitigate the negative noise impacts experienced by the local community. These efforts are part of Zagreb Airport's commitment to ensuring the well-being and quality of life of neighboring communities.

The following five key themes have been set for the coming years:

| 1 | 2 | 3 | 4 | 5 |
|---|---|--|--|--|
| <p>Reducing noise impacts wherever practicable. This includes:</p> <ul style="list-style-type: none"> → The quietest practicable aircraft operations → Effective and credible noise mitigation schemes. | <p>Engaging with communities affected by noise impacts to better understand their concerns and priorities and reflecting them as far as possible in airport noise strategies and communication plans.</p> | <p>Influencing planning policy to minimize the number of noise-sensitive properties around our airports.</p> | <p>Organizing to continue to manage noise efficiently and effectively.</p> | <p>Continuing to build on the understanding of aircraft noise to further inform our priorities, strategies, and targets.</p> |

Air quality

Air Emissions main sources of air emissions in regards to airport operations include:

- ✓ Aircraft (main and auxiliary engines)
- ✓ Devices on the ground (tractors and cargo aircraft, fuel tanks, repair and other vehicles)
- ✓ The access vehicles at the main roads (vehicles of passengers, visitors, employees, carriers)
- ✓ Energy plant

Zagreb Airport ensures continuous measuring of air quality parameters at one station with parallel monitoring of weather parameters (temperature, pressure, relative moisture, wind direction, and speed).

TABLE: AIR QUALITY CATEGORY AT ZAGREB AIRPORT

| POLLUTANT | FIRST CATEGORY | SECOND CATEGORY |
|------------------|----------------|-----------------|
| O ₃ | ✓ | |
| PM ₁₀ | | ✓ |
| NO ₂ | ✓ | |
| CO | ✓ | |



Air quality monitoring

Zagreb Airport continuously monitors air quality at an air quality monitoring station in line with the terms forming part of the airport’s environmental permit. The air quality reports are published on <https://iszz.azo.hr/iskzl/postaja.html?id=279> where all stakeholders can access the information (in Croatian). Air quality parameters that need to be monitored are the following: carbon monoxide (CO), surface ozone, nitrogen oxides (NO_x) expressed as nitrogen dioxide (NO₂), suspended particulates PM₁₀ and benzo(a)pyrene (BaP) in suspended particulates PM₁₀.

The independent laboratory that carries out quality measurement delivers the original and validated data on air quality measurement and the report on the levels of contamination and assessment of air quality to the competent regional, Zagreb and Velika Gorica authorities by March 31st of the current year for the previous calendar year.

The results of air quality measurement performed by an authorized, independent third party are evaluated for the period from 1st January 2024 to 31st December 2024. According to the measuring results, air quality for NO₂, CO and O₃ are ranked in the I category, while PM₁₀ is ranked in the II category.

According to the existing law, Limit Value for O₃ is 120 micrograms per cubic meter of Air and should not be exceeded more than 25 times during the year. Natural ozone formation and degradation are heavily dependent on the intensity of solar radiation and climate conditions.

TABLE: MOST SIGNIFICANT COMPONENTS OF EXHAUST GASES THAT ARE RELEASED DURING OPERATION OF THE AIRPORT

| SOURCES OF POLLUTIONS | CARBON MONOXIDE CO | NITROGEN OXIDES NO _x | SUSPENDED PARTICULATES PM ₁₀ |
|--|--------------------|---------------------------------|---|
| Aircraft (main and auxiliary engines) | x | x | |
| Devices on the ground (tractors and cargo aircraft, fuel tanks, repair and other vehicles) | x | x | |
| Energy plant | x | x | |
| Main roads – road transportation (vehicles of passengers, visitors, employees, carriers) | | | x |

TABLE: LIMIT VALUE OF AIR QUALITY PARAMETERS

| POLLUTANT | TIME OF AVERAGING | LEVEL OF LIMIT VALUE (LV) | FREQUENCY OF ANNUAL EXCEEDING IN 2022 |
|------------------|--|---------------------------|--|
| NO ₂ | 1 hour | 200 ug/m ³ | LV should not be exceeded more than 18 times during the year |
| | 1 year | 40 ug/m ³ | — |
| CO | Maximum of daily 8-hour medium average | 10 mg m ³ | — |
| PM ₁₀ | 24 hours | 50 ug/m ³ | LV should not be exceeded more than 35 times during the year |
| | 1 year | 40 ug/m ³ | — |

| STATISTIČKA OBRADA MJERNIH REZULTATA NA POSTAJI MEĐUNARODNA ZRAČNA LUKA ZAGREB ZA 2024. GODINU | | | | | | |
|--|-----------------------------------|----------------------|----------------------------------|-------------------------|-------------------------------------|------------------------------------|
| Statistički parametar/Onečišujuća tvar | NO ₂ µg/m ³ | CO mg/m ³ | O ₃ µg/m ³ | CO 8h mg/m ³ | O ₃ 8h µg/m ³ | PM ₁₀ µg/m ³ |
| Minimalna satna vrijednost | 0,4 | 0,1 | -1,4 | 0,1 | -1,2 | - |
| Maximalna satna vrijednost | 104,0 | 3,4 | 198,1 | 2,8 | 141,9 | - |
| Median satnih vremena usrednjavanja | 12,8 | 0,2 | 35,9 | 0,2 | 37,7 | - |
| Srednja vrijednost satnih vremena usrednjavanja | 18,2 | 0,3 | 42,0 | 0,3 | 42,0 | - |
| Percentil 99,79 satnih vremena usrednjavanja | 87,9 | - | - | - | - | - |
| Minimalna 24 satna vrijednost | 4,2 | - | - | 0,1 | 3,3 | 3,4 |
| Maximalna 24 satna vrijednost | 51,7 | - | - | 2,8 | 141,9 | 150,1 |
| Median 24 satnih vremena usrednjavanja | 16,1 | - | - | 0,3 | 70,7 | 20,4 |
| Srednja vrijednost 24 satnih vremena usrednjavanja | 18,3 | - | - | 0,5 | 69,5 | 27,5 |
| Percentil 93,2 24 satnih vremena usrednjavanja | - | - | - | - | 114,9 | - |
| Percentil 90,4 24 satnih vremena usrednjavanja | - | - | - | - | - | 52,7 |
| Valjanih rezultata satnih vremena usrednjavana (%) | 99,9 | 99,9 | 99,9 | - | - | - |
| Valjanih rezultata 24 satnih vremena usrednjavana (%) | 100 | - | - | 100 | 100 | 97,5 |
| Broj prekoračenja satnog GV | 0 | - | - | - | - | - |
| Broj prekoračenja 24 satnog GV /CV | - | - | - | 0 | 19 | 41 |
| Trogodišnji prosjek prekoračenja 24 satne CV (2022.-2024.) | - | - | - | - | 25 | - |
| Prekoračenje godišnje GV | NE | - | - | - | - | NE |
| Prekoračenje praga obavješćivanja | - | - | DA | - | - | - |
| Prekoračenje praga upozorenja | NE | - | NE | - | - | - |
| Pragovi procjene | < donjeg | - | - | < donjeg | > dugoročnog cilja | > gornjeg |
| Kategorija kvalitete zraka | prva | - | - | prva | prva | druga |

Air emissions mitigation measures

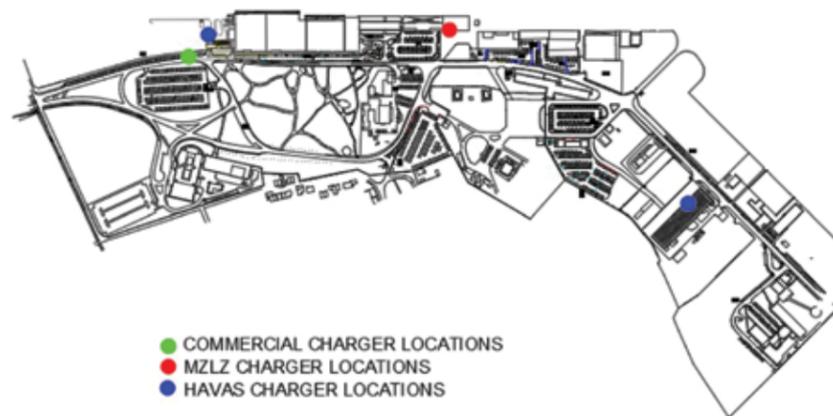
Zagreb Airport is continuously exploring options to renew and replace ground service equipment and vehicles to show a firm commitment to reducing air pollution.

- ▶ Zagreb Airport participates in the Airport Council International Airport Carbon Accreditation programme and is certified for Level 3 (Optimisation). Airport Carbon Accreditation focuses on CO₂ emissions, as they comprise the large majority of airport emissions. Independent third-party verification by an approved verifier is an essential component of the programme. The aim of Airport Carbon Accreditation is to encourage and enable airports to implement the best practices in carbon management and achieve emissions reductions (scope 1, 2 and 3). Accreditation provides the opportunity for airports to gain public recognition for their achievements, promotes efficiency improvements, encourages knowledge transfer, raises an airport’s profile and credibility, encourages standardization, and increases awareness and specialization*
- ▶ In order to reduce air emissions from devices on the ground, Zagreb Airport will introduce the requirement for electrification of ground handling vehicles and the use of sustainable fuels. Furthermore, “no idling policy” for employees and stakeholders on airside will be introduced.

▶ In order to reduce emissions from aircraft, Zagreb Airport will collaborate with stakeholders to implement Single Engine Taxiing policy to reduce emissions from aircraft while within the borders of the Zagreb Airport.

▶ As Zagreb Airport is a mobility hub, there is a need to reduce emissions from the access vehicles at the main roads. Zagreb Airport plans to establish sustainability requirements for rent-a-car, taxi, and car sharing, and to integrate the criteria for 100% environmentally friendly vehicles in the tender for selecting taxi and rent-a-car vehicles. Additionally, in 2023 MZLZ entered into commercial contract with ZIPER Electrical Vehicles Charging company for installation of 10 chargers on 4 locations:

- ☑ New Passenger Terminal Rent-a-car parking (2 fast chargers);
- ☑ New Passenger Terminal B2C parking (2 fast chargers);
- ☑ New Passenger Terminal B2B parking (2 standard chargers) and
- ☑ Old Passenger Terminal location near General Aviation Terminal available for public use (1 fast + 3 standard chargers).



* AIRPORT CARBON ACCREDITATION APPLICATION MANUAL (ISSUE 14)



Power provision is supplied as Zagreb Airport, while chargers were provided by ZIPER EV.

Apart from commercial charging stations, during 2022–2024 period, Zagreb Airport has installed 5 charging stations for own vehicles on the airside (3 near the New Passenger Terminal, 2 at the Fire Fighting Station). Havas has installed 5 charging stations for their vehicles, both airside and landside – 3 chargers at New Passenger Terminal, 1 in Technical Base, 1 at General Aviation Terminal airside.

Water quality

At Zagreb Airport, there is sanitary wastewater, storm wastewater, and groundwater regulated by a Wastewater Discharge Permit.

Sanitary wastewater from the airport facilities is collected and transferred to the municipal sewage system of the city of Velika Gorica. Storm run-off water from the runway, taxiways and apron is collected and treated. Such treated water is then discharged into the Sava River or municipal sewage system, depending on the quality.

The frequency of sampling and testing the quality of wastewater must be in line with the ordinance on limit values for wastewater for discharge into surface waters and with the requirements defined in the water rights permit.

Groundwater monitoring is regulated by water permit, and the tests are performed at several locations in the vicinity of the airport.

Water quality monitoring

The airport is located in the vicinity of the water protection area, has a water permit and prescribed measures, dynamics, and locations for monitoring water quality. Samples of surface and groundwater are analyzed to determine water quality. The frequency of sampling and testing of quality of treated water must be in line with the Ordinance on limit values for wastewater for discharge into surface waters and in line with the requirements defined in the water rights permit. Periodic wastewater composition sampling and testing is performed by an authorized laboratory. The flow rate is measured at each of the discharge points. The testing includes the following: adequate flow, the content of dissolved oxygen, COD, BOD5, dry mass, suspended solids, visible waste solids, odour, colour and

other indicators discharged as a result of a work process. Water emissions data are reported to Hrvatske vode and the national Register of environmental pollution.

For sanitary, stormwater and groundwater, testing dynamics is prescribed by Water Permit. Zagreb Airport conducts measuring of parameters of all three types of waters at control points. For sanitary and stormwater, in 2024, Zagreb Airport was in compliance with the threshold values.

Table below gives an overview of sampling and testing of sanitary and rainwater, and the results of compliance with the thresholds prescribed by Water permit.

TABLE: WASTEWATER DISCHARGE TESTING AND RESULTS

| CONTROL POINTS | NUMBER OF TESTINGS | RESULTS FOR 2023 |
|--|--------------------|-------------------------------------|
| Western drain – Velika Gorica city (KO1) | 2 | In compliance with threshold values |
| Eastern drain – Velika Gorica city (KO2) | 4 | In compliance with threshold values |
| Rainwater eastern drain – Velika Gorica city (KO4) | 4 | In compliance with threshold values |
| West water treatment plant – Zagreb city (KO6) | 6 | In compliance with threshold values |
| Pumping station – Sava River (KO7) | 6 | In compliance with threshold values |

Water quality mitigation measures

In order to prevent pollutants from entering the water bodies and to preserve high water quality, Zagreb Airport implements several measures:

- ▶ Zagreb Airport has developed an Operational plan of intervention measures in a case of extraordinary and accidental water pollution. The purpose of this document is to explain how intervention measures will be taken in case of extraordinary and sudden water pollution at the Location.
- ▶ Given the fact that the site is located in the area with high underground water table and where a number of water wells are used to supply the city with the potable water the risk of oil/fuel spill is significant; all supplies including fuels and oils, spare parts required for maintenance are stored in containers in areas with impervious floors and surrounded by containment bunds or in specially designed storage tanks.
- ▶ Containers/cisterns are routinely monitored to ensure that they are not leaking. In 2024 there were no major incidents related to spills.

- ▶ De-icing agents are substances used at airports to remove or prevent the accumulation of ice and snow on aircraft surfaces, runways, taxiways, and other critical areas during cold weather conditions. The buildup of ice and snow on aircraft surfaces can impact their aerodynamics and add weight, potentially compromising flight safety. Similarly, icy runways and taxiways can lead to reduced traction, making takeoffs, landings, and ground operations hazardous. Their use is thus unavoidable and Zagreb Airport undertakes all necessary measures to prevent pollution of water bodies. This includes:

- Use of mechanical de-icing methods such as sweepers and plows complemented by chemical means.
- Pre-treating pavement surfaces with such means prior to the occurrence of ice to allow for easy removal.
- Use of biodegradable agents which are environmentally acceptable.
- Substituting urea with less toxic, more biodegradable and lower biochemical oxygen demand (BOD) alternatives.

- ▶ The snow that is collected from the airport traffic areas is disposed of on foreseen, waterproof surfaces that are connected to the drainage system and to the system of stormwater treatment at Zagreb Airport. This measure is only limited to the snow that is collected by trucks dedicated to vacate the apron surface; snow that is blown away from runways and taxiways onto the grass shoulders is not concerned.
- ▶ Fire training is performed on impermeable surfaces surrounded by a retaining dyke to prevent foam, powder, or other environmentally hazardous fire extinguishing agents or polluted fire extinguishing water from polluting the water bodies or soil. Waters containing fire extinguishing agents and non-combusted flammable materials are treated prior to discharge to surface water.
- ▶ The application of the activities prescribed in the maintenance manual.

| PLANNED WATER-RELATED PROJECTS | κEUR | | | ANNUAL CO ₂ REDUCTION [TONS] |
|---|------------|------------|------------|---|
| | CAPEX 2024 | CAPEX 2025 | CAPEX 2026 | |
| Main water pipes replacement | | 80 | 110 | n/a |
| Water permit works – remediation of landside drainage | 200 | 200 | | n/a |



In 2024 in total 392.542,30 m³ of water was discharged, of which 99,71% was discharged to surface water and 0.29% to third party. All discharged water is primarily treated. Primary treatment aims to remove solid substances that settle or float on the water surface.

TABLE: WATER DISCHARGE AND TREATMENT IN THE REPORTING PERIOD

| Indicator | 2023 | | 2024 | |
|---|------------|----------------|------------|----------------|
| | Megaliters | m ³ | Megaliters | m ³ |
| Total water discharge and a breakdown of this total by the following types of destination: | | 494.222,10 | | 392.542,30 |
| ▶ Surface water; | | 490.442,10 | | 391.406,30 |
| ▶ Groundwater; | | 0 | | 0 |
| ▶ Seawater; | | 0 | | 0 |
| Third-party water (Off-site water treatment), and the volume of this total sent for use to other organizations, if applicable. | | 3.780,00 | | 1.136,00 |
| A breakdown of total water discharge to all areas in megaliters by the following categories: | | | | |
| i. Freshwater (≤1,000 mg/L Total Dissolved Solids); | | N/A | | N/A |
| ii. Other water (>1,000 mg/L Total Dissolved Solids). | | N/A | | N/A |
| The number of occasions on which discharge limits were exceeded; | 0 | 0 | 0 | |
| A breakdown of total water discharge to all areas by level of treatment, and how the treatment levels were determined; | | | | |
| ▶ Primary treatment, which aims to remove solid substances that settle or float on the water surface; | | 494.222,10 | | 392.542,30 |
| ▶ Secondary treatment, which aims to remove substances and materials that have remained in the water, or are dissolved or suspended in it; | | N/A | | N/A |
| ▶ Tertiary treatment, which aims to upgrade water to a higher level of quality before it is discharged. It includes processes that remove, for example, heavy metals, nitrogen, and phosphorus. | | N/A | | N/A |

Certain weather conditions require the use of de-icing and anti-icing agents which are used for clearing ice and snow of the aircraft before take-off for safety reasons. The quantity of de-icing agent used depends heavily on the prevailing weather conditions in the cold months of the year. The following tables contains the amounts of de-icing and anti-icing consumption.

TABLE: TOTAL AMOUNT OF DE-ICING AND ANTI-ICING FLUID APPLIED IN THE REPORTING PERIOD

| | 2023 | 2024 |
|---|-----------|------------|
| Total amount of de-icing and anti-icing fluid, in cubic meters and/or metric tonnes, diluted to application concentration and applied to aircraft, broken down by: | 92.514,00 | 111.453,00 |
| ▶ type of de-icing fluid (Type-I) | 70.858,00 | 86.479,00 |
| ▶ anti-icing fluid (Type-IV) | 21.656,00 | 24.974,00 |
| Total amount, in cubic meters and/or metric tonnes, of de-icing and anti-icing material applied to airside operational surfaces, broken down by: | | |
| ▶ Nordway – KF | 42,00 | 150,00 |
| ▶ Report the percentage of the aircraft de-icing and anti-icing and pavement de-icing material captured for treatment and/or recycling or discharged without treatment. | | |
| ▶ Aircraft de-icing/anti-icing captured for treatment and/or recycling | N/A | N/A |
| ▶ Aircraft de-icing/anti-icing discharged | N/A | N/A |
| ▶ Pavement de-icing captured for treatment and/or recycling | N/A | N/A |
| ▶ Pavement de-icing discharged | N/A | N/A |



Soil quality

Soil quality monitoring

Monitoring of the soil pollution by heavy metals (Cd, Cr, Cu, Hg, Ni, Pb i Zn), TOC and polycyclic aromatic hydrocarbons (PAHs), including agricultural land around the airport at locations indicated in the EIA Monitoring Program, is an integral part of the overall monitoring program in Zagreb Airport. Soil is sampled and analyzed every year, once a year at the beginning of September.

Soil mitigation measures

In order to avoid negative environmental impacts, Zagreb Airport regularly conducts and controls disposal of waste to avoid any temporary or permanent disposal of waste into the surrounding soil. Hazardous waste is stored in waterproof, properly marked containers (with hazardous waste label, type – key number and quantity).



MAP OF MONITORING POINTS (AIR, WATER AND SOIL QUALITY, AND NOISE LEVELS)

- △ AIR
- () NOISE
- SOIL
- GROUNDWATER



Targets

Ongoing targets related to prevention and monitoring of pollution within Zagreb Airport include:

- ✓ Ensure 100% monitoring of following Air quality parameters: carbon monoxide (CO), surface ozone, nitrogen oxides (NO_x) expressed as nitrogen dioxide (NO₂), suspended particulates PM₁₀ and benzo(a)pyrene (BaP) in suspended particulates PM₁₀.
- ✓ Ensure that 100% of wastewater analyzes are in line with requirements prescribed by the wastewater discharge permit.
- ✓ Ensure that 100% of soil analyses are in line with requirements prescribed by EIA.

Water consumption

The drinking water at Zagreb Airport is supplied by the public operator and distributed throughout the airport, with consumption concentrated mainly in the terminals and the concession area. Zagreb Airport makes significant efforts in optimizing drinking water consumption with high-quality maintenance in focus, according to the principles of regulation and control of pressures and flow rates.

As part of EMS, Zagreb Airport has established real-time monitoring of water consumption, which allows the maintenance department to take prompt action in case of leakage. Water consumption is monitored through audits and reported through monthly maintenance reports.

The occupational health and safety department controls the quality of drinking water.

With the aim of high-water efficiency, Zagreb Airport installed water-saving equipment, especially in the sanitary areas of its terminals. Passengers and visitors have an important role in reducing the quantity of consumed drinking water. Zagreb Airport is raising their awareness on the importance of water conservation through visual labels.

To reduce its internal consumption of drinking water, Zagreb Airport implemented a Pluvia system for collection and treatment of rainwater. Rainwater is collected from the rooftop which acts as the catchment area. The collected water is then directed with gutters to the storage tank. Before entering the tank, water is filtered to eliminate pollutants. Water from the Pluvia System is used for toilet flushing.

In the reporting period, there were no targets related to water consumption.

TABLE: WATER CONSUMPTION IN 2023 AND 2024

| WATER CONSUMPTION | 2023 | 2024 | % N/N-1 |
|---|-----------|-----------|---------|
| Water inflows/withdrawals in m ³ | 67.822,00 | 76.214,00 | 12,37% |
| i. surface water | 0,00 | 0,00 | 0,00% |
| ii. groundwater | 5.477,00 | 6.136,00 | 12,03% |
| iii. seawater | 0,00 | 0,00 | 0,00% |
| iv. produced water | 0,00 | 0,00 | 0,00% |
| v. third-party water | 62.345,00 | 70.078,00 | 12,40% |
| Total water consumption* in m ³ ; | 74.454,00 | 88.028,00 | 18,23% |
| Total water consumption in m ³ in areas at water risk, including areas of high-water stress; | 0,00 | 0,00 | 0,00% |
| Total water recycled and reused in m ^{3***} | 6.632,00 | 11.814,00 | 78,14% |
| Percentage of water recycled and reused by the company. | 8,91 | 13,42 | 50,62% |
| Total water stored and changes in storage in m ³ | 0,00 | 0,00 | 0,00% |
| Water intensity (total water consumption in its own operations in m ³ per million EUR net revenue) | 0,00102 | 0,00096 | -5,59% |

* WATER SUPPLY + ARTESIAN WELL + COLLECTING RAINWATER
 ** PROVIDED DATA ONLY FOR RAINWATER

Waste

Zagreb Airport uses a centralized waste management system and provides waste and recycling containers for airport tenants and airlines. Waste management for all types of waste is provided pursuant to valid legislation and subordinate regulations that regulate the management of individual categories of waste. Hazardous waste is collected separately, stored according to valid legislation, and handed over to the authorized collector for disposal.

Waste-related targets from 2024–2026:

Waste-related Percentage of recyclable waste ratio in waste content from airport in 2024 – 5,9%, in 2025 – 7%, in 2026 – 7,2%.

Recycling stations

In order to be able to recover materials in recycling procedures, the crucial step is to properly separate and sort waste. Recycling stations are strategically placed at airport premises to encourage the separation of recyclable materials, such as paper, plastic, and glass, from municipal mixed waste. Waste bins are appropriately labeled for different types of waste. Passengers are encouraged to properly sort waste and informed about which materials belong in which container. Airport staff is trained on how to properly segregate waste to ensure that waste is sorted correctly and disposed of in an environmentally responsible manner. Recycling stations and awareness campaigns help Zagreb Airport to increase the rate of properly sorted waste which is then handed over to authorized parties for recycling.

Collection and external treatment

Zagreb Airport collects waste separately by type (non-hazardous waste and hazardous waste) and source.

Waste data is reported to the environmental pollution register according to the law on an annual basis. All waste is handed over to authorized collectors for external treatment which is followed by proper documentation. Contract with authorized collectors implies that the company is in possession of all necessary licences.

Educating and raising awareness

Committed to avoiding and reducing waste in operations, Zagreb Airport holds training sessions for employees throughout the year and organizes at least one environmental committee and training for stakeholders.

Procurement practices

Sustainability criteria will be integrated into Zagreb Airport’s procurement process, giving preference to suppliers and vendors who offer eco-friendly and recyclable products. This approach promotes the use of sustainable materials and discourage the procurement of single-use or non-recyclable items.

There are several significant sources of waste at the airport: passenger terminal, BTA (food service area), offices, cargo shipping, maintenance, Ground handling (HAVAS), airplanes, construction works, tenants and retailers, rent-a-car, etc.

Total non-hazardous waste for 2024 amounts to 176,34 t and includes: paper and cardboard packaging, plastic packaging, wooden packaging, glass packaging, bulk waste, plastic, used tires, alkaline batteries and grease and oil mixture from oil/water separation.

Total hazardous waste for 2024 amounts to 9,74 t and includes: packaging containing residues of or contaminated by dangerous substances, wastes containing mercury, lead batteries, non-chlorinated engine and gear lubricants, and discarded electrical and electronic equipment, absorbents and filter materials.

Waste data includes all tenants’ waste. Total amount of waste includes mixed municipal waste which is approximated.

Data about waste generation and disposal is collected by the maintenance division based on the documentation that follows the handover of the waste to the certified waste collector.



TABLE: HAZARDOUS AND NON-HAZARDOUS WASTE

| WASTE | 2023 | 2024 | % N/N-1 |
|--|----------|----------|---------|
| The total amount of waste generated (in t) | 1.266,27 | 1.481,07 | 16,96% |
| Total amount of non-hazardous waste | 143,64 | 176,34 | 22,77% |
| Total amount of hazardous waste | 5,53 | 9,74 | 76,13% |
| Mixed municipal waste* | 1.117,10 | 1.294,99 | 15,92% |

* AMOUNTS OF MIXED MUNICIPAL WASTE IS APPROXIMATED BASED ON THE NUMBER OF ANNUAL PASSENGERS AND APPROXIMATION OF THE MIXED MUNICIPAL WASTE GENERATED PER PASSENGER

Other environmental matters

Biodiversity

Aware of the need to promote the protection, conservation and sustainable use of biologically diverse ecosystems and habitats, Zagreb Airport in 2022 started preparing the document Biodiversity Strategy for Zagreb Airport.

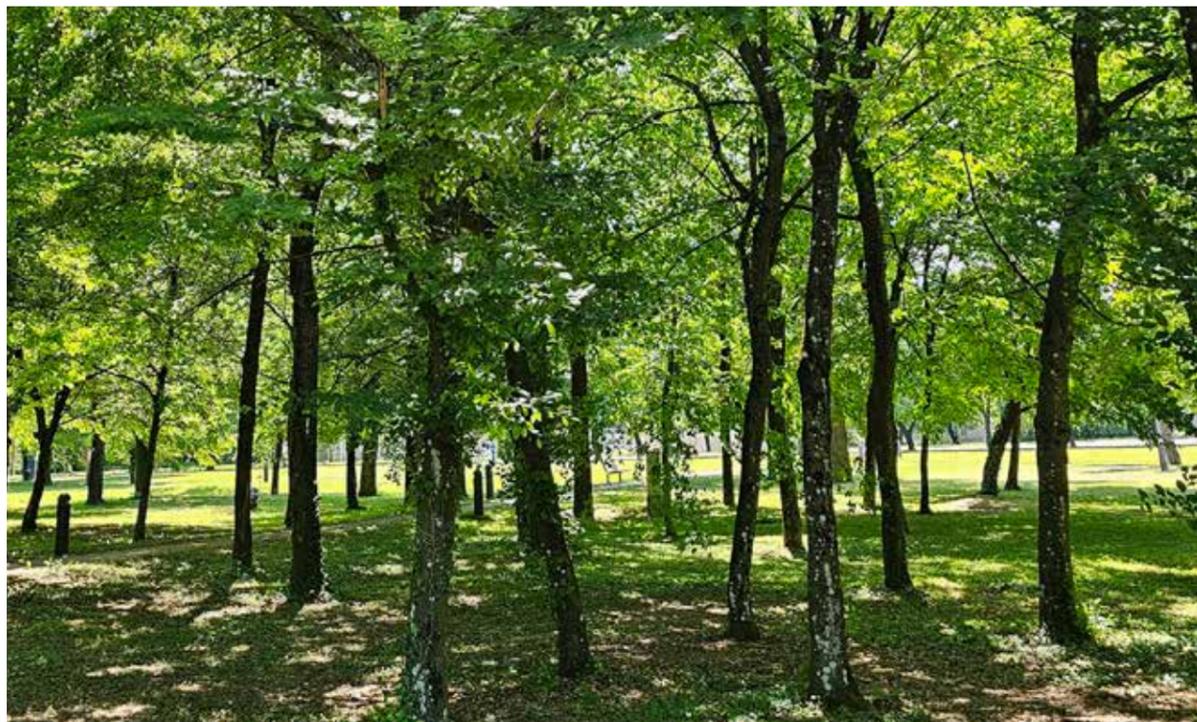
Zagreb Airport is in the process of developing a comprehensive biodiversity policy.

There was in total 21 wildlife strikes in 2024, which equals to 5 wildlife strikes per 10,000 aircraft movements. This is a decrease from 2023, when there was in total 28 wildlife strikes or 7 wildlife strikes per 10,000 aircraft movements.



Herbicides Use and Management

Zagreb Airport aims to limit the use of phytosanitary products, more specifically use of herbicides. Regular maintenance of vegetation around the runway and taxi roads is necessary and it is usually done through the use of mechanical methods by the Maintenance department. Herbicides are used by manual methods for the reason of better control to prevent risks of soil, surface, and underground water contamination.



OLGA project

In 2024, Zagreb Airport participated in OLGA Work Package 4.3, which is focused on preserving biodiversity in the area around the airport. The work package aims to reverse the current biodiversity degradation by developing an IT tool for biodiversity management and improvement.

There were no goals related to biodiversity in 2024.

Actions

- ▶ Monitoring of chemical substance usage was introduced and included in the Integrated Management System's monthly report.
- ▶ Zagreb Airport started with an assessment of biodiversity (plants and animals) currently present at MZLZ airport in order to be aware of biodiversity in the airport area. This will enable structuring the governance and evaluation of the biodiversity footprint. Then Zagreb Airport will be able to integrate biodiversity issues (invasive alien species, climate change, nutrient loading and pollution, habitat change, and overexploitation) into the decision-making process (development projects, purchasing, etc.).



- ▶ The procurement department will play an important role in biodiversity conservation as one of the objectives of the Zagreb Airport is to reinforce purchasing policy by requiring the best environmental standards for contracts for which biodiversity is a material issue.

Sustainable construction

Zagreb Airport has been awarded a LEED Silver certificate. This means that the Zagreb Airport building has been constructed using more sustainable materials and is more energy efficient.

MZLZ includes a contract clause related to MZLZ's quality standards in every construction, by which each contractor confirms that it is aware that MZLZ is strictly committed

to compliance with quality standards that are introduced, which include, amongst other things, ISO 14001. The clause also contains obligations for the contractors, including but not limited to complying with all applicable environmental regulations, raising awareness about good environmental practices (practices that help limit air pollution, prevent pollution risks, and improve waste management), etc.



2.3 EU Taxonomy Disclosures

The EU Taxonomy refers to a classification system for economic activities to be considered environmentally sustainable by determining if they are performed in a way that substantially contributes to one or more environmental objectives while also not significantly harming the other environmental objectives and complying with the Minimum Social Safeguards. EU Taxonomy was created with the aim to develop sustainable investments and facilitate the achievement of the objectives established by the European Green Deal.

Taxonomy disclosures have been prepared by Zagreb Airport in application of:

- ▶ EU Taxonomy Regulation (EU) 2020/852 of June 18, 2020 on the establishment of a framework to facilitate sustainable investments;
- ▶ Climate Delegated Act (EU) 2021/2139 of 4 June 2021
- ▶ Disclosure Delegated Act (EU) 2021/2178 of 6 July 2021
- ▶ Environmental Delegated Act (EU) 2023/2486 of 27 June 2023
- ▶ Delegated Regulation (EU) 2023/2485 of 27 June 2023 amending Delegated Regulation (EU) 2021/2139

Eligibility analysis

Taxonomy eligible sustainable activities are those listed and described in the delegated acts. “Eligibility” means that the activity has the potential to contribute to one of the six environmental objectives. First eligibility analysis was performed in 2023. Upon release of Environmental Delegated Acts and Amendments to the Climate Delegated Act, Zagreb Airport repeated the eligibility analysis.

The core business activity of Zagreb Airport is management, operation and maintenance of airport infrastructure,

including buildings, parking spaces and runways. The sustainability reporting taskforce, which includes representatives from various sectors such as Integrated Management System, Sustainable Development and Risk Management, Maintenance, Commercial, as well as Finance and Accounting, supported by external experts, determined eligibility of activities based on benchmarking analysis and detailed analysis of the taxonomy activities’ description. Based on this, it was concluded that Zagreb Airport performs three taxonomy eligible activities:

TABLE: CONCLUSIONS OF THE ELIGIBILITY ANALYSIS

| ECONOMIC ACTIVITY | GOAL | DESCRIPTION | EXPLANATION |
|--|------|---|--|
| 6.17 Low carbon airport infrastructure | CCM | Construction, modernisation, maintenance and operation of infrastructure that is required for zero tailpipe CO ₂ operation of aircraft or the airport’s own operations, and for provision of fixed electrical ground power and preconditioned air to stationary aircraft as well as infrastructure dedicated to transshipment with rail and water transport. (enabling activity) | Zagreb Airport operates and maintains airport infrastructure. They provide fixed electrical ground power and preconditioned air to stationary aircraft. |
| 7.7 Acquisition and ownership of buildings | CCM | Buying real estate and exercising ownership of that real estate. | Zagreb Airport exercises ownership over buildings and parking spaces from which generates revenue. |
| 3.4 Maintenance of roads and motorways | CE | Maintenance of streets, roads and motorways, other vehicular and pedestrian ways, surface work on streets, roads, highways, bridges, tunnels, aerodrome runways, taxiways and aprons, defined as all actions undertaken to maintain and restore the serviceability and level of service of roads. The economic activity includes routine maintenance, which can be scheduled on a periodical basis. The economic activity also includes preventive maintenance and rehabilitation which are defined as works undertaken to preserve or restore serviceability and to extend the service life of an existing road. The maintenance operation is mainly dedicated to pavement management and concerns only the following main elements of the road: binder course, surface course and concrete slabs. The roads in the scope of this economic activity are made of asphalt, concrete or a combination of the two. | Zagreb Airport is in charge of maintenance of the aerodrome runway, taxiways and aprons in order to maintain high level of service. There are no revenues from this activity, just capital and operative expenditures. |

Alignment analysis

For eligible activities, Zagreb Airport determined the compliance with the technical screening criteria. Secondly, it examined whether achievement of the other environmental objectives is significantly compromised (“Do No Significant Harm”) and whether minimum criteria for social concerns are met (“minimum social safeguards”).

TSC criteria

- ▶ **Substantial contribution criteria to climate change mitigation (CCM)**
– 6.17. **Low carbon airport infrastructure**

Zagreb Airport has in place the Carbon reduction strategy with the aim to achieve net zero in its own operations by 2050. In order to contribute to climate change mitigation, Zagreb Airport has dedicated capital investments.

- ▶ **Substantial contribution criteria to climate change mitigation (CCM)**
– 7.7 **Acquisition and ownership of buildings**

Zagreb Airport has been awarded a LEED Silver certificate which confirms sustainable construction. This means that the Zagreb Airport building has been constructed using more sustainable materials and is more energy efficient. However, none of the buildings have energy certificate A, making this activity taxonomy eligible, but not aligned.

- ▶ **Substantial contribution criteria to climate change mitigation (CCM)**
– 3.4 **Maintenance of roads and motorways**

Based on the technical analysis of the capital investment in taxiway in 2024 and regular maintenance of runway and airside, it was concluded that, while circular economy principles were followed, not all technical screening criteria were met. Therefore, this economic activity is considered taxonomy eligible but not aligned.

DNSH criteria

Climate change mitigation: not applicable. Traffic congestion is not expected as the works are performed on aerodrome runway and taxiways.

Climate change adaptation: The physical climate risks that are material to the activity have been identified by performing a climate risk and vulnerability assessment. The outcomes of the assessment are provided in the chapter 2.1 Climate change. Additionally, extreme weather events are part of the annual strategic risk assessment and this risk is continuously monitored.

Water: In 2012, Zagreb Airport carried out an Environmental Impact Assessment in accordance with Directive 2011/92/EU of the European Parliament and of the Council which included an assessment of the impact on water in accordance with Directive 2000/60/EC. Impact on water is annually assessed within the Integrated management system, sustainable development and risk management department in line with the applicable regulation.

Circular economy: In 2024, there were no significant construction and demolition activities within management of the Zagreb Airport. Maintenance of the runway and taxiways is addressed under TSC for activity 3.4 Maintenance of roads and motorways.

Pollution prevention: Zagreb Airport takes measures to reduce noise, vibration, dust, and pollutant emissions when there are construction maintenance works.

Biodiversity: An Environmental Impact Assessment (EIA) has been completed in accordance with Directive 2011/92/EU334. The required mitigation and compensation measures for protecting the environment are implemented.

Based on the explanations provided above, Zagreb Airport complies with the Do No Significant Harm (DNSH) criteria.

Minimum social safeguards

Zagreb Airport complies with applicable national legislation and upholds the highest labor standards for the own workforce and guarantees the respect and protection of human rights to all stakeholders in its own operations and business relationships. Zagreb Airport has established mechanisms for preventing unlawful and unethical behavior.

Key performance indicators (KPI)

Taxonomy eligibility and alignment with climate change mitigation (CCM) is expressed with three KPIs: Turnover, CAPEX and OPEX.

Turnover

The eligible/taxonomy-aligned turnover is calculated as the part of the net turnover derived from products and services associated with the eligible economic activities/aligned to the taxonomy (numerator) divided by the net turnover (denominator) of the Zagreb Airport.

Taxonomy eligible turnover amounts 77,862,829.72 EUR and is related to the revenue from airport activity attributable to core business, i.e. 6.17. Low carbon airport infrastructure and leased parking space and commercial area in terminals which is attributable to 7.7 Acquisition and ownership of buildings. There is no taxonomy-aligned revenue in 2024. The accounting policies related to the calculation of turnover are described in the annual financial report in Note 5.

TABLE: PROPORTION OF TURNOVER FROM PRODUCTS OR SERVICES ASSOCIATED WITH TAXONOMY-ALIGNED ECONOMIC ACTIVITIES – DISCLOSURE COVERING YEAR 2024

| Financial year 2024 | | 2024 | | Substantial contribution criteria | | | | | | DNSH criteria ("Does Not Significantly Harm") (8) | | | | | | | | | |
|---|--------------|---------------|---------------------------------------|-----------------------------------|-------------------------------|------------|---------------|----------------------|-------------------|---|--------------------------------|------------|----------------|-----------------------|-------------------|-------------------------|--|---------------------------------|-------------------------------------|
| Economic Activities (1) | Code (1) (2) | Turnover (3) | Proportion of Turnover, year 2024 (4) | Climate Change Mitigation (5) | Climate Change Adaptation (6) | Water (7) | Pollution (8) | Circular Economy (9) | Biodiversity (10) | Climate Change Mitigation (11) | Climate Change Adaptation (12) | Water (13) | Pollution (14) | Circular Economy (15) | Biodiversity (16) | Minimum Safeguards (17) | Proportion of Taxonomy-aligned (A.1.) or -eligible (A.2.) turnover, year 2023 (18) | Category enabling activity (19) | Category transitional activity (20) |
| Text | | EUR | % | Y; N; N/EL | Y; N; N/EL | Y; N; N/EL | Y; N; N/EL | Y; N; N/EL | Y; N; N/EL | Y/N | Y/N | Y/N | Y/N | Y/N | Y/N | Y/N | % | E | T |
| A. TAXONOMY-ELIGIBLE ACTIVITIES | | | | | | | | | | | | | | | | | | | |
| A.1. Environmentally sustainable activities (Taxonomy-aligned) | | | | | | | | | | | | | | | | | | | |
| Turnover of environmentally sustainable activities (Taxonomy-aligned) (A.1) | | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | Y | Y | Y | Y | Y | Y | Y | % | | |
| Of which enabling | | 0 | % | 0% | 0% | 0% | 0% | 0% | 0% | Y | Y | Y | Y | Y | Y | Y | % | E | |
| Of which transitional | | 0 | % | % | | | | | | Y | Y | Y | Y | Y | Y | Y | % | | T |
| A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (7) | | | | | | | | | | | | | | | | | | | |
| | | | | EL; N/EL | EL; N/EL | EL; N/EL | EL; N/EL | EL; N/EL | EL; N/EL | | | | | | | | | | |
| Acquisition and ownership of buildings | CCM 7.7 | 7.205.733,00 | 9,25% | EL | N/EL | N/EL | N/EL | N/EL | N/EL | | | | | | | | 0% | | |
| Low carbon airport infrastructure | CCM 6.17 | 70.657.096,72 | 90,75% | EL | N/EL | N/EL | N/EL | N/EL | N/EL | | | | | | | | 100% | | |
| Turnover of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2) | | 77.862.829,72 | 100,00% | 100% | 0% | 0% | 0% | 0% | 0% | | | | | | | | 100% | | |
| A. Turnover of Taxonomy-eligible activities (A.1+A.2) | | 77.862.829,72 | 100,00% | 100% | 0% | 0% | 0% | 0% | 0% | | | | | | | | | | |
| B. TAXONOMY-NON-ELIGIBLE ACTIVITIES | | | | | | | | | | | | | | | | | | | |
| Turnover of Taxonomy-non-eligible activities | | 0,00 | 0% | | | | | | | | | | | | | | | | |
| TOTAL | | 77.862.829,72 | 100 % | | | | | | | | | | | | | | | | |

CapEx

The KPI relating to capital expenditure aligned with the taxonomy (CapEx) was measured as the proportion of CapEx related to the eligible/aligned activities (numerator) with respect to the undertaking's total CapEx (denominator). The CapEx KPI denominator consists of increases in property, plant, and equipment and intangible assets that occurred during the year and were considered before amortization, depreciation, impairment losses, and revaluations, as well as increases in property, plant,

and equipment and intangible assets derived from business combinations. In 2024, there were in total 8,579.000,00 EUR of capital investments in taxonomy eligible activities: 6.17 Low carbon airport infrastructure and 3.4 Maintenance of roads and motorways. Investment in roof solar plant of 336.000,00 EUR is considered taxonomy aligned as it is part of the Carbon reduction strategy and contributes to the greening of the airport infrastructure. Investment in reconstruction of taxiway F and design for vertical signalization is considered taxonomy eligible but not aligned as the investment does

not meet all TSC for activity 3.4 Maintenance of roads and motorways.

In 2024, 70.91% of capital expenditures are considered taxonomy-eligible, for an amount of 8,579.000,00 EUR. 336.000,00 EUR of investments are considered taxonomy aligned, which amounts to 2.78% of total capital expenditures. The accounting policies related to the calculation of capital expenditures are stated in the annual financial report in Note 15 and 16.

TABLE: PROPORTION OF CAPEX FROM PRODUCTS OR SERVICES ASSOCIATED WITH TAXONOMY-ALIGNED ECONOMIC ACTIVITIES – DISCLOSURE COVERING YEAR 2024

| Financial year 2024 | | 2024 | | Substantial contribution criteria | | | | | | DNSH criteria ("Does Not Significantly Harm") (16) | | | | | | | | | |
|--|--------------|---------------|---------------------------------|-----------------------------------|-------------------------------|----------------------|----------------------|----------------------|----------------------|--|--------------------------------|------------|----------------|-----------------------|-------------------|-------------------------|---|---------------------------------|-------------------------------------|
| Economic Activities (1) | Code (1) (2) | CapEx (3) | Proportion of CapEx, year N (4) | Climate Change Mitigation (5) | Climate Change Adaptation (6) | Water (7) | Pollution (8) | Circular Economy (9) | Biodiversity (10) | Climate Change Mitigation (11) | Climate Change Adaptation (12) | Water (13) | Pollution (14) | Circular Economy (15) | Biodiversity (16) | Minimum Safeguards (17) | Proportion of Taxonomy-aligned (A.1.) or -eligible (A.2.) CapEx, year 2023 (18) | Category enabling activity (19) | Category transitional activity (20) |
| Text | | EUR | % | Y; N; N/EL (10) (11) | Y; N; N/EL (10) (11) | Y; N; N/EL (10) (11) | Y; N; N/EL (10) (11) | Y; N; N/EL (10) (11) | Y; N; N/EL (10) (11) | Y/N | Y/N | Y/N | Y/N | Y/N | Y/N | Y/N | % | E | T |
| A. TAXONOMY-ELIGIBLE ACTIVITIES | | | | | | | | | | | | | | | | | | | |
| A.1. Environmentally sustainable activities (Taxonomy-aligned) | | | | | | | | | | | | | | | | | | | |
| Low carbon airport infrastructure | CCM 6.17 | 336.000,00 | 2,78% | Y | N/EL | N/EL | N/EL | N/EL | N/EL | Y | Y | Y | Y | Y | Y | Y | 12,71% | E | |
| CapEx of environmentally sustainable activities (Taxonomy-aligned) (A.1) | | 336.000,00 | 2,78% | 2,78% | 0% | 0% | 0% | 0% | 0% | Y | Y | Y | Y | Y | Y | Y | 12,71% | | |
| Of which enabling | | 336.000,00 | 2,78% | 2,78% | 0% | 0% | 0% | 0% | 0% | Y | Y | Y | Y | Y | Y | Y | 12,71% | E | |
| Of which transitional | | 0 | 0% | 0% | | | | | | Y | Y | Y | Y | Y | Y | Y | % | | T |
| A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (15) | | | | | | | | | | | | | | | | | | | |
| | | | | EL; N/EL | EL; N/EL | EL; N/EL | EL; N/EL | EL; N/EL | EL; N/EL | | | | | | | | | | |
| Maintenance of roads and motorways | CE 3.4 | 8.243.000,00 | 68,13% | N/EL | N/EL | N/EL | N/EL | EL | N/EL | | | | | | | | % | | |
| CapEx of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2) | | 8.243.000,00 | 68,13% | 0% | 0% | 0% | 0% | 68,13% | 0% | | | | | | | | % | | |
| A. CapEx of Taxonomy-eligible activities (A.1+A.2) | | 8.579.000,00 | 70,91% | 2,78% | 0% | 0% | 0% | 68,13% | 0% | | | | | | | | | | |
| B. TAXONOMY-NON-ELIGIBLE ACTIVITIES | | | | | | | | | | | | | | | | | | | |
| CapEx of Taxonomy-non-eligible activities | | 3.519.351,33 | 29,09% | | | | | | | | | | | | | | | | |
| TOTAL | | 12.098.351,33 | 100 % | | | | | | | | | | | | | | | | |

OpEx

The EU taxonomy’s definition of the KPI “operating expenditure – OpEx” is significantly narrower than the common definition from a financial management perspective. Based on the EU taxonomy’s definition, operating expenditure comprises research and development costs, renovation costs, short-term rental costs, and costs for repair and maintenance. The KPI relating to operating expenditure aligned with the taxonomy (OpEx) was measured as the proportion of OpEx related to the eligible/aligned activities (numerator) with respect to the

company’s total OpEx (denominator). In 2024, there were in total 15.598.492,25 EUR of OpEx that is in line with the taxonomy definition of OpEx. Taxonomy eligible OpEx amounts to 14.451.889,53 EUR, of which 671.983,31 EUR was invested in regular maintenance of roads, runways and taxiways (activity 3.4 Maintenance of roads and motorways), 195.619,41 EUR was invested in maintenance of buildings and parking spaces that are related to the revenues from leases of commercial spaces and parking lots (7.7 Acquisition and ownership of buildings) and 279.000,00 EUR was allocated to the Life Cycle costs of Airport infrastructure, including remediation of landside

drainage, enhanced maintenance and modifications of HS Technical base and enhanced maintenance and modifications of HS Cargo. None of these expenditures comply with the technical screening criteria, therefore there are no taxonomy aligned OpEx in 2024.

In 2024, 7.35% of OpEx expenditures is considered taxonomy eligible with the amount 1.146.602,72 EUR. There are no taxonomy aligned operational expenditures. The accounting policies related to the calculation of operating expenditures are stated in the annual financial report in Note 7 and 8.

TABLE: PROPORTION OF OPEX FROM PRODUCTS OR SERVICES ASSOCIATED WITH TAXONOMY-ALIGNED ECONOMIC ACTIVITIES – DISCLOSURE COVERING YEAR 2024

| Financial year 2024 | | 2024 | | Substantial contribution criteria | | | | | | DNSH criteria (“Does Not Significantly Harm”) (22) | | | | | | | | | |
|---|--------------|---------------|--------------------------------|-----------------------------------|-------------------------------|------------|---------------|----------------------|-------------------|--|--------------------------------|------------|----------------|-----------------------|-------------------|-------------------------|--|---------------------------------|-------------------------------------|
| Economic Activities (1) | Code (1) (2) | OpEx (3) | Proportion of OpEx, year N (4) | Climate Change Mitigation (5) | Climate Change Adaptation (6) | Water (7) | Pollution (8) | Circular Economy (9) | Biodiversity (10) | Climate Change Mitigation (11) | Climate Change Adaptation (12) | Water (13) | Pollution (14) | Circular Economy (15) | Biodiversity (16) | Minimum Safeguards (17) | Proportion of Taxonomy-aligned (A.1.) or -eligible (A.2.) OpEx, year 2023 (18) | Category enabling activity (19) | Category transitional activity (20) |
| Text | | EUR | % | Y; N; N/EL | Y; N; N/EL | Y; N; N/EL | Y; N; N/EL | Y; N; N/EL | Y; N; N/EL | Y/N | Y/N | Y/N | Y/N | Y/N | Y/N | Y/N | % | E | T |
| A. TAXONOMY-ELIGIBLE ACTIVITIES | | | | | | | | | | | | | | | | | | | |
| A.1. Environmentally sustainable activities (Taxonomy-aligned) | | | | | | | | | | | | | | | | | | | |
| OpEx of environmentally sustainable activities (Taxonomy-aligned) (A.1) | | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | Y | Y | Y | Y | Y | Y | Y | 5,46% | | |
| Of which enabling | | 0 | % | 0% | 0% | 0% | 0% | 0% | 0% | Y | Y | Y | Y | Y | Y | Y | 5,46% | E | |
| Of which transitional | | 0 | % | % | | | | | | Y | Y | Y | Y | Y | Y | Y | 0% | | T |
| A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (22) | | | | | | | | | | | | | | | | | | | |
| | | | | EL; N/EL | EL; N/EL | EL; N/EL | EL; N/EL | EL; N/EL | EL; N/EL | | | | | | | | | | |
| Maintenance of roads and motorways | CE 3.4 | 671.983,31 | 4,31% | N/EL | N/EL | N/EL | N/EL | N/EL | N/EL | | | | | | | | 0% | | |
| Acquisition and ownership of buildings | CCM 7.7 | 195.619,41 | 1,25% | EL | N/EL | N/EL | N/EL | N/EL | N/EL | | | | | | | | 0% | | |
| Low carbon airport infrastructure | CCM 6.17 | 279.000,00 | 1,79% | EL | N/EL | N/EL | N/EL | N/EL | N/EL | | | | | | | | 5,46% | | |
| OpEx of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2) | | 1.146.602,72 | 7,35% | 3,04% | 0% | 0% | 0% | 4,31% | 0% | | | | | | | | | | |
| A. OpEx of Taxonomy eligible activities (A.1+A.2) | | 1.146.602,72 | 7,35% | 3,04% | 0% | 0% | 0% | 4,31% | 0% | | | | | | | | | | |
| B. TAXONOMY-NON-ELIGIBLE ACTIVITIES | | | | | | | | | | | | | | | | | | | |
| OpEx of Taxonomy-non-eligible activities | | 14.451.889,53 | 92,65% | | | | | | | | | | | | | | | | |
| TOTAL | | 15.598.492,25 | 100 % | | | | | | | | | | | | | | | | |

TABLE: PROPORTION OF ELIGIBLE AND ALIGNED TURNOVER, CAPEX AND OPEX PER CLIMATE AND ENVIRONMENTAL GOALS

| | PROPORTION OF TURNOVER/TOTAL TURNOVER | | PROPORTION OF CAPEX/TOTAL CAPEX | | PROPORTION OF OPEX/TOTAL OPEX | |
|------------|---------------------------------------|---------------------------------|---------------------------------|---------------------------------|--------------------------------|---------------------------------|
| | TAXONOMY-ALIGNED PER OBJECTIVE | TAXONOMY-ELIGIBLE PER OBJECTIVE | TAXONOMY-ALIGNED PER OBJECTIVE | TAXONOMY-ELIGIBLE PER OBJECTIVE | TAXONOMY-ALIGNED PER OBJECTIVE | TAXONOMY-ELIGIBLE PER OBJECTIVE |
| CCM | 0% | 100% | 2.78% | 2.78% | 0% | 3.04% |
| CCA | 0% | 0% | 0% | 0% | 0% | 0% |
| WTR | 0% | 0% | 0% | 0% | 0% | 0% |
| CE | 0% | 0% | 0% | 68.13% | 0% | 4.31% |
| PPC | 0% | 0% | 0% | 0% | 0% | 0% |
| BIO | 0% | 0% | 0% | 0% | 0% | 0% |

Nuclear energy and fossil fuel related activities statement

The undertaking does not carry out, funds or has exposures to activities related to nuclear energy or gas.



3 SOCIAL DISCLOSURES

3.1 Own workforce

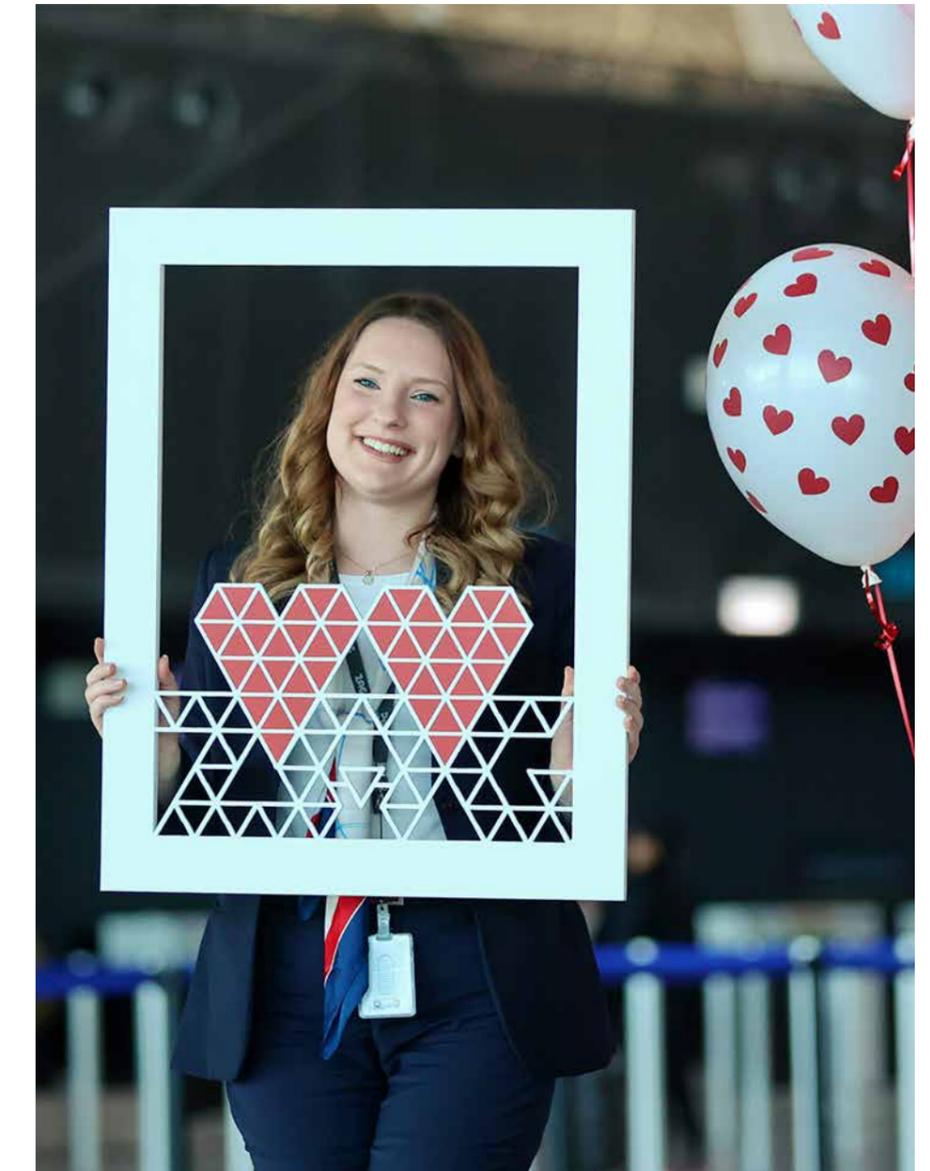
Employees are the cornerstone of the Zagreb Airport's long-term sustainability; therefore, their well-being is always a priority. Human resources management aims to ensure a highly satisfied and motivated workforce that is fully committed to providing high-quality services in a sustainable manner.

In the reporting period, workforce-related impacts, risks, and opportunities were addressed in relevant rulebooks, which are prepared in line with national legislation and international standards and endorsed by the Management Board. The fundamental objectives in regards to the own workforce are to:

- ▶ Guarantee health and safety at work
- ▶ Support the professional development of all employees
- ▶ Promote diversity and ensure equal opportunities for all
- ▶ Support the evolution of organization to adapt to new challenges

Human resources (further in the text HR) rules and procedures are in line with Croatian Labor Law, IFC Performance Standard 2 (Labor and Working Conditions), and EBRD (European Bank for Reconstruction and Development) Performance Requirements and apply to direct workers and contracted workers (workers engaged through third parties to perform work related to core business processes of the project for a substantial duration).

Rules and procedures are available to all employees at all levels of the organization through internal channels, and each employee can request information or explanations of their rights at any given moment, which will be provided by the HR department in a short time. The company's approach to its own workforce is fully supported by the management board and implemented by the human resources department.



Employment and work conditions

Working conditions are regulated by an internal Work Regulations Act and Collective agreement. Zagreb Airport adheres to all applicable labor laws and international standards, and ensures adequate wages, working hours, and benefits. The freedom of association and collective bargaining is guaranteed.

Health and safety at work

Aware that operational activities could result in negative impacts on employees' health, Zagreb Airport established an internal occupational safety management system in line with relevant legislation. The aim is to ensure a safe and healthy work environment, taking into account the inherent risks of jobs related to airport operations, including physical, chemical, biological, and other hazards. Zagreb Airport takes steps to prevent accidents, injuries, and diseases arising from, associated with, or occurring in the course of work by minimizing work-related hazards. Occupational safety impacts and risks are regulated through the internal Rulebook on Occupational Safety, which is in line with national and EU legislation.

Growth opportunities

Zagreb Airport understands the importance of personal and professional growth opportunities for employees' career development, as well as for the success of the company. Internal education and training for skills development are provided in line with the Operational Manual for Training, which is prepared in line with national and EU regulations. Zagreb Airport also supports employees in participation at external educational programmes.

Non-discrimination and equal opportunities

With its internal working regulations and Code of Ethics, Zagreb Airport commits to basing employment relationships on the principles of equal opportunity and fair treatment. The airport does not discriminate based on personal characteristics such as racial and ethnic origin, color, sex, sexual orientation, gender identity, disability, age, religion, or political opinion. This commitment extends to every aspect of the employment relationship, including recruitment and hiring, compensation (including wages and benefits), working conditions and terms of employment, access to training, job assignment, promotion, termination of employment or retirement, and disciplinary practices. The principles of non-discrimination apply to all workers. As an inclusive employer, there is a commitment to equal pay for work of equal value, as well as commitment to encourage women to take on leadership positions and to provide them with needed support in regards to worklife balance. All employees who are subject to or witnesses to discrimination have the right and duty to report such cases through established channels within the organization. Zagreb Airport is responsible for promptly investigating concerns and providing remedy to victims.

Approach to human and labor rights

Zagreb Airport is strongly against forced and child labor and employing trafficked persons, avoiding such practices by complying with all relevant regulations and ensuring high ethical values. Complying to the UN Guiding Principles on Business and Human Rights, ILO Declaration on Fundamental Principles and Rights at Work and the OECD Guidelines for Multinational Enterprises, Zagreb Airport aims to protect workers, including vulnerable categories of workers such as women, migrant workers, workers engaged by third parties, and workers in the client's supply chain, from adverse impacts that could result from strategy or business model.

Zagreb Airport respects human and labor rights and ensures grievance mechanisms for employees and other workers at the Zagreb Airport site through which each individual can raise concerns regarding working conditions and employment terms and ensure remedy in cases of rights violations. Mechanism involves an appropriate level of management and addresses concerns promptly, using an understandable and transparent process that provides timely feedback to those concerned, without any retribution. The mechanism allows anonymous complaints to be raised and addressed.

Stakeholders

The contents of the HR rulebooks and internal regulations have been informed by dialogue with the workers' council. Zagreb Airport provides employees with documented information that is clear and understandable, regarding their rights under national labor and employment law and any applicable collective agreements, including their rights related to hours of work, wages, overtime, compensation, and benefits upon beginning the working relationship and when any material changes occur.

Engagement with own employees

Continuous engagement with employees, directly and indirectly through workers' representatives, is crucial for ensuring a highly satisfied and motivated workforce and avoiding risks stemming from unaddressed needs or complaints. Zagreb Airport's management board is responsible for developing channels and ensuring that engagement with employees happens in line with its predetermined form to fulfill its purpose.

There are several ways how Zagreb Airport engages with employees:

Collective bargaining

Zagreb Airport's management engages with the representatives of the union to negotiate working conditions and terms of employment. Collective bargaining helps balance the interests of both employees and employers by providing a structured platform for discussing and resolving matters such as wages, benefits, working hours, job security, and other employment-related issues.

Workers' council

Zagreb Airport consults the Workers' council, which represents the interests of all employees in regards to new hires and dismissals, changes in organization, technology, and working conditions. The Workers' council is regularly informed of economic performance, development plans and measures for improving working conditions.

General assembly

Through this channel, Zagreb Airport directly engages with employees and has access to their interests and views. General assembly is held at least twice a year.

Occupational safety committee with the aim to maintain a safe and healthy work environment for employees, occupational safety committee meets regularly to discuss workplace hazards, the effectiveness of implemented measures, and to review data on occupational injuries. This committee consists of employees and management representatives, as well as an occupational health and safety expert. Employee representatives gather input from employees about safety concerns, near-misses, or possibilities for improvements. They also inform employees about the news, conclusions, and solutions regarding H&S practices. By fostering a culture of safety and addressing concerns, the committee ensures the well-being of all personnel and contributes to a more secure workplace. Through the occupational safety committee, employees are engaged in all stages of H&S management, from identifying and assessing work-related hazards, developing and implementing safety measures, monitoring the effectiveness of solutions and reviewing the results.

Team Building

Occasionally Zagreb Airport organizes teambuilding activities with the aim to foster stronger interpersonal relationships, improve communication, and promote collaboration among employees. They break down barriers, boost morale, and create a positive work environment.

Internal information distribution channels

Zagreb Airport uses internal journals, newsletters, notice boards, and intranet to inform employees about important topics, point out the changes and communicate the opportunities related to job openings, training, activities etc.

Grievance mechanisms

All employees can raise concerns regarding working conditions at any time or express their needs to their superiors and the human resources department. They can also submit the complaint or the request in writing according to the established protocol by Zagreb Airport.

Employees are informed about the existence and functioning of the grievance mechanism upon the beginning of their employment. Information regarding reporting procedure is described in the Code of Ethics which is available to all employees on the intranet.

The procedure is as follows:

- 1. Employees submit their grievances in writing, following a predefined format.** Submissions should include details such as the nature of the grievance, relevant dates and individuals involved. Their grievances are received by a designated officer appointed by Zagreb Airport. In every case, employees' privacy and confidentiality is respected throughout the process to ensure they feel safe raising concerns without fear of retaliation.
- 2. Once a grievance is received, it is thoroughly investigated.** This involves collecting evidence, interviewing relevant parties, and reviewing relevant policies or documents. After the investigation, a decision is made regarding the validity of the grievance. If the grievance is found to be justified, appropriate actions are taken to address the issue. This could involve corrective measures, policy changes, training, or other actions.

- 3. Regular updates are provided to the employee** (if the grievance is submitted non-anonymously) throughout the process to keep them informed about the status of their grievance. In case the employee is dissatisfied with the initial resolution, a second review by a different party is provided.

If investigation outcomes imply that harm has occurred, a remedy is provided to the affected employee. The remedy can be provided in different forms such as apologies, restitution, rehabilitation, financial or non-financial compensation, and punitive sanctions (whether criminal or administrative, such as fines), as well as the prevention of harm through, for example, guarantees of non-repetition. The form of remedy is decided based on the outcomes of investigations that determine the severity and scope of adverse impacts.

Affected employees benefit from having the option of bringing their concerns to the attention of the company before the problems compound and escalate into major disputes or serious adverse impacts. For all parties, this can help build more robust and sustainable relationships.

The effectiveness of these channels from employees' points of view is investigated through annual employee surveys. The HR department also evaluates effectiveness by tracking the time from when the complaint has been submitted by employee to the point where the grievance is resolved.

In 2024 there were no grievances raised by employees in relation to working conditions or any type of discrimination or harassment.



STOP cards

There is a specific protocol for health and safety related complaints/inquiries. A STOP card enables employees to report concerns regarding work-related hazards that could negatively impact safety at work or situations that could lead to injuries.

Employee fills in the form called STOP card and submits the card in the predetermined mailbox. Employees can submit their cards anonymously. STOP cards are received and reviewed by Safety at work department and addressed appropriately (safety measures are proposed and implemented).

If needed, STOP cards are discussed at the occupational safety committee meeting.



Actions

Changes to the Collective Agreement

Collective Bargaining Agreement defines responsibilities of employees and the employer and specifies the terms and conditions of employment, including work safety conditions, benefits and remuneration. Working conditions are based on provisions of the Croatian Labor Law and the workplace is periodically monitored by the State Labor Inspectorate.

The 2024 dialogue between Zagreb Airport and the employee union aimed to negotiate new terms for the collective agreement. Through open discussions, both parties agreed on a fair wage adjustment that takes into account market trends, inflation, and the cost of living. This ensures that employees' compensation remains competitive and aligns with economic conditions. In response to changing work dynamics, the agreement includes provisions for flexible work arrangements, such as remote work options and flexible hours. These arrangements accommodate employees' personal needs while maintaining productivity and a healthy work-life balance.

In 2024 there were no collective dismissals as defined in the national labor code.

Health and safety management

In order to prevent negative impacts that airport operations could have on employees' health, Zagreb Airport has established a H&S management system to identify and assess occupational hazards, design and implement measures, monitor and evaluate the effectiveness of the actions. This aligns with the commitment to guarantee health and safety at work.

Health and safety management system of Zagreb Airport includes several roles whose responsibility is to help create and maintain a safe working environment:

- ▶ Employer's authorized person for safety at work a person to whom the Employer transfers the performance of safety at work activities. The appointment of an authorized person is not a legal obligation, but it can support the Employer in organizing the safety at work system.
- ▶ Commissioner for safety at work a person whose duty is to represent the interests of workers in all matters of safety at work.
- ▶ Safety at work expert a person employed by the Employer to perform internal supervision over the implementation of safety at work, and providing professional assistance to the Employer, authorized persons and commissioners of workers.
- ▶ Safety at Work Committee the committee's members are defined by the law as: the employer (or the employer's authorized person), a safety at work expert, an occupational medicine specialist, and a worker's commissioner for safety at work. The main role of the safety committee is to help ensure workplace safety by participating in the development, implementation, and monitoring of company health and safety policies and procedures. Safety committee also receives safety concerns from employees and helps investigate and resolve them.

Risk assessments

Every job position is screened for occupational hazards by the Safety expert who assesses H&S risks associated with various operational areas, facilities, and processes at the airport. "Risk assessment" is the basic and central document of the company establishing a system of safety at work. Based on the identified hazards and risk assessment, measures are prescribed for every position to minimize the likelihood of accidents.

H&S trainings

Every employee, as part of their onboarding, has to undergo H&S training specific to his or her job position. Training programs cover a wide range of topics, including emergency procedures, proper handling of equipment, use of personal protective equipment (PPE), and safe working practices. Continuous learning and training updates are the key components of a zero-injury culture. Safety at work training is provided in cases of changing job positions and the introduction of new technology, i.e., usually every 2 years. Trainings include:

- ▶ Safety at work basics,
- ▶ Jobs with special working conditions,
- ▶ First Aid,
- ▶ Fire Protection,
- ▶ Evacuation.

In 2024, a total of 141 workers were trained.

Strong safety culture

Zagreb Airport fosters a strong safety culture throughout the organization. This involves encouraging open communication about safety concerns, recognizing and rewarding safe behavior, and promoting a collective responsibility for maintaining a safe working environment. All employees are trained to identify hazards and instructed to stop the work where safety is at risk and report the hazard or any unsafe conditions or behaviors to the person in charge. Zagreb Airport introduced "3 minutes for safety" as a measure that instructs employees to take 3 minutes before each task to determine if the work environment is safe and if they have everything, they need to perform the job in a safe manner.

In 2024, a safety awareness campaign for the Airport employees was continued. The campaign emphasizes the collective responsibility for a secure airport environment and reinforces the significance of every team member's role. The campaign highlighted crucial protocols for safe operations and encouraged reporting of potential threats.

Emergency preparedness

Another important element of occupational H&S is emergency preparedness. Evacuation plans are regularly reviewed and tested through drills and simulations. These preparedness exercises help ensure that all employees are familiar with the appropriate actions to take in the event of emergencies, such as fires, natural disasters, or medical incidents. This is especially important today when the world is aware how a virus can halt whole industries and affect so many lives.

Audits and corrective actions

A system for reporting and investigating incidents and near-misses allows those responsible for H&S to analyze the root causes and implement corrective actions to prevent similar incidents in the future. Occupational safety also includes regular inspections of worksites to identify and address potential safety hazards before they lead to accidents. The aim of such inspections is to early identify and eliminate safety hazards. In 2024, there were 67 H&S inspections/audits which resulted in 4 corrective actions.

Effectiveness of H&S system

The effectiveness of the H&S system in place is assessed with KPI related to workplace injuries and lost days due to workplace injury or ill health.

Physical and mental well-being

Among the array of initiatives aimed at promoting employee welfare, one initiative holds particular significance: the annual financing of comprehensive health check-ups for all staff members. This proactive approach to healthcare underscores the airport's dedication to preventive measures, aiming to preclude illnesses and ameliorate the adverse impact of chronic conditions. The provision of annual health examinations not only ensures early detection and management of potential health concerns but also fosters a culture of health consciousness within the workforce. Besides annual health check-ups, Zagreb Airport's employees that are exposed to work hazards take periodic, extraordinary, and control medical exams.

Zagreb Airport's employees have the benefit of a hot meal in the company's restaurant. Surveys and open communication channels enable the organization to receive feedback from employees, which allows it to remain responsive to the evolving needs of the workforce.

Zagreb Airport recognizes the importance of fostering a sense of community and family within the organization. As part of the commitment to this ethos, in 2024, a "Performance for children of employees in Velika Gorica" was held. Through engaging activities, educational tours, and interactive workshops, Zagreb Airport aims to create a memorable experience for the children while promoting values of environmental consciousness.

Education and training

Zagreb Airport is a complex and highly regulated company, which places great demands on the skills of employees in all roles. In 2024, Zagreb Airport continued to invest in personal and professional growth of employees. This included internal trainings related to job specifics. There was in total 4,5 hours (women) and 12,7 hours (men) of internal training per employee. Additionally, Zagreb Airport gives the opportunity to each employee to participate in external programs which Zagreb Airport supports financially. A plan with annual education and training is developed at the beginning of the year in collaboration between the HR department, managers, and employees to find the optimal programs that will fill the skill gaps and benefit both the employees and the company.

One opportunity that Zagreb Airport recognized and pursued is the digitalization of the employee trainings. Zagreb Airport has embraced modern training methods by implementing an e-learning platform dedicated to enhancing the skills and knowledge of its employees. This approach is cost-efficient, as it reduces the need for traditional classroom setups and printed materials. Additionally, the platform is particularly beneficial for remote or shift-based staff, allowing them to engage in training regardless of their location or work hours. This platform offers flexibility, enabling employees to access training materials at their convenience, fitting around their operational responsibilities.

The interactive content engages learners through visual presentations, quizzes, and simulations, catering to various learning styles. The e-learning platform customizes learning paths based on individual roles, ensuring that training is directly applicable to each staff member's responsibilities. Progress tracking features enable both employees and supervisors to monitor learning achievements, promoting effective management of training initiatives. The platform is regularly updated to align with

industry standards, regulations, and best practices, ensuring that training remains current. It also features assessments and quizzes to evaluate comprehension, with successful completion leading to certifications that validate acquired skills and support career growth. Feedback from users is actively encouraged, facilitating continuous improvement and ensuring training content's relevance and effectiveness.

Inclusiveness and non-discrimination

Zagreb Airport is an equal opportunity employer. Women, various ethnicities and nationalities, religious groups, and people with disabilities are represented amongst the workforce, including management of the Airport. Equal opportunity is guaranteed by the Croatian Labor Law.

To uphold the principles of inclusive and diverse work environment and to prevent negative impact on employees regarding discriminatory practices, Zagreb Airport has established strict procedures across various stages of employee management, including recruiting, rewarding, promoting, and retaining employees. Non-discrimination culture is fostered among employees by providing education on the Code of Ethics which covers diversity and inclusion principles.

Recruiting stage begins with job postings, where job descriptions play an important role in attracting diverse applicants. Every job opening is accompanied by a clear and unbiased job description that outlines the skills, qualifications, and responsibilities required for the role. Job descriptions don't include specifications regarding characteristics that could be a point of discrimination such as gender, age, language or nationality. Additionally, job postings are distributed throughout various channels to ensure diversity in the applicant pool. All applications are examined by experts. The recruitment team is trained to screen applications and conduct interviews without any bias based on gender, age, ethnicity, religion, or any other

protected characteristic. The focus is solely on skills, qualifications, and experience relevant to the job.

Day-to-day employee management is guided by non-discriminatory policy, which includes an approach to rewarding and performance reviews. Employee compensation is determined based on objective performance metrics and achievements. All employees with similar roles and responsibilities have similar compensation packages, regardless of personal characteristics. This includes equal pay for work of equal value, especially relevant for reducing the negative position of women in regards to men. The criteria for determining compensation, benefits, and incentives are communicated clearly to all employees. Transparency in rewards ensures that everyone understands the rationale behind compensation decisions. Regular performance reviews are conducted to assess employees' progress and contributions. These reviews are conducted in a standardized manner to minimize bias and promote fairness. Performance interviews include those with direct superiors and the HR department, and feedback is based on quantitative data and recorded work situations.

Promotion decisions are based on an employee's demonstrated skills, experience, and performance. Favoritism or discrimination based on personal characteristics is strictly prohibited. Clear and objective criteria for promotion eligibility are established and communicated to employees. This ensures that promotions are based on fair and consistent assessments. Zagreb Airport invests in employee development programs that provide the necessary skills and knowledge for advancement. All employees have equal access to these opportunities.

Zagreb Airport prioritizes creating an inclusive work environment where employees feel valued and respected. Rules are in place to support work-life balance, which is crucial for employee satisfaction and retention. Flexible work arrangements are offered to all employees.

Employees are provided with clear career paths and growth opportunities within the organization. This encourages employees to stay and grow with the company.

Workforce-related risks

In order to maintain satisfied employees and thus avoid the risk of high turnover rates among the workforce which reflect in higher costs, Zagreb Airport offers a competitive salary as well as a package of benefits. This includes: Christmas bonus, Easter bonus and vacation allowance. Low satisfaction of employees can undermine a company's efforts to deliver high-quality service and to achieve results. To avoid this risk, Zagreb Airport conducts annual surveys of employee satisfaction and implements measures to improve their motivation and job satisfaction.

Targets

Zagreb Airport's targets in relation to the IROs related to the own workforce are:

- ✓ 0 work-related injuries of direct employees
- ✓ to increase the training hours per employee by 11% until 2024 in respect to 2022 levels.



Workforce structure

TABLE: EMPLOYEES BY GENDER

| EMPLOYEES BY GENDER | 2023 | 2024 |
|---------------------|---|------|
| GENDER | NUMBER OF EMPLOYEES (HEAD COUNT) | |
| Male | 152 | 149 |
| Female | 78 | 80 |
| Total employees | 230 | 229 |

The number of employees is measured in head count and on the 31st of December. In 2024 there were no non-employees in own workforce.

There were in total 17 new hires, 17 dismissals and 17 voluntary departures in 2024. Turnover rate in 2024 was 14% which is higher than in 2023 when turnover rate was 11%.

TABLE: EMPLOYEE TURNOVER

| EMPLOYEE TURNOVER | 2023 | | 2024 | |
|---------------------------|------|--------|------|--------|
| | MALE | FEMALE | MALE | FEMALE |
| Hires | 13 | 6 | 11 | 6 |
| Dismissal | 10 | 3 | 12 | 5 |
| Voluntary departures | 10 | 3 | 12 | 5 |
| Total number of employees | 152 | 78 | 149 | 80 |
| Turnover rate (%) | 7 | 4 | 8 | 6 |
| New jobs created | 0 | 0 | 0 | 0 |

* NUMERATOR INCLUDES VOLUNTARY DEPARTURES AS WELL AS DISMISSALS, WHILE THE DENOMINATOR EQUALS TOTAL NUMBER OF EMPLOYEES AS DISCLOSED IN S1-6.



TABLE: NUMBER OF EMPLOYEES BY CONTRACT TYPE

| CONTRACT TYPE | 2023 | | | 2024 | | |
|--|--------|------|-------|--------|------|-------|
| | FEMALE | MALE | TOTAL | FEMALE | MALE | TOTAL |
| Number of employees | 78 | 152 | 230 | 80 | 149 | 229 |
| Number of permanent employees | 76 | 152 | 228 | 78 | 146 | 224 |
| Number of temporary employees | 2 | 0 | 2 | 2 | 3 | 5 |
| Number of non-guaranteed hours employees | n/a | n/a | n/a | n/a | n/a | n/a |
| Number of full-time employees | 78 | 152 | 230 | 80 | 149 | 229 |
| Number of part-time employees | 0 | 0 | 0 | 0 | 0 | 0 |

In 2024, 97,82% of employees were permanently employed. All employees were employed full-time.

Metrics

Collective bargaining coverage and social dialogue

In 2024, 100% of employees were covered by the Collective Agreement. There was only one bargaining agreement in force.

Diversity metrics

In the reporting period there were five women at the top management level, which makes 38% of top managers.

| INDICATOR | 2023 | 2024 | % N/N-1 |
|---|--------|--------|---------|
| Number of women at top management level | 5 | 5 | 0% |
| Percentage of women at top management level | 36% | 38% | 5,55% |
| % of employees in <30 years old group | 8,26% | 9,17% | 11,02% |
| % of employees in 30–50 years old group | 46,09% | 47,16% | 2,32% |
| % of employees > 50 years old group | 45,65% | 43,67% | -4,34% |

In 2024 the unadjusted gender pay gap was 0,76%.

Social protection

In line with the provisions of the national legislation, all employees are covered by social protection against loss of income due to any of the following major life events: sickness, unemployment starting from when the own worker is working for the undertaking, employment injury and acquired disability, parental leave, and retirement.

Training and skills development metrics

From 2024, performance reviews are obligatory for all levels. In the reporting period, 85% of female and 89% male employees participated in regular performance and career development reviews. There was in total 2257 h of education and training, which equals to 9.9 average number of training hours per employee.

| INDICATOR | 2023 | | 2024 | |
|---|-------|------|-------|------|
| | WOMEN | MEN | WOMEN | MEN |
| The percentage of employees that participated in regular performance and career development reviews | 90% | 85% | 85% | 89% |
| The average number of training hours per employee | 11,5 | 21,9 | 4,5 | 12,7 |

Health and safety metrics

In 2024, all members of the company's own workforce were covered by the occupational safety management system and there were two injuries. After getting out of the fire engine, the worker made a wrong step and injured his left leg. The worker fell on her way to work and injured her head.

| INDICATOR | 2023 | 2024 | % N/N-1 |
|---|---------|---------|----------|
| Total number of employees | 230 | 229 | -0,43% |
| Total man-hours worked – Annual | 389.285 | 404.332 | 3,87% |
| Percentage of own workforce covered by health and safety management system | 100% | 100% | 0,00% |
| Fatalities as a result of work-related injuries and work-related ill health | 0 | 0 | 0,00% |
| The number of recordable work-related accidents | 1 | 2 | 100,00% |
| The rate of recordable work-related accidents | 0,51 | 0,99 | 94,12% |
| Cases of recordable work related ill health of employees, subject to legal restrictions on the collection of dana | 0 | 0 | 0 |
| The number of days lost to work-related injuries and fatalities from work-related accidents, work-related ill health and fatalities from ill health | 3 | 35 | 1066,67% |
| Lost time due to work-related injuries | 36 | 384 | 966,67% |

* THE RATE OF WORK-RELATED INJURIES REPRESENT THE NUMBER OF RESPECTIVE CASES PER ONE MILLION HOURS WORKED. A RATE BASED ON 1,000,000 HOURS WORKED INDICATES THE NUMBER OF WORK-RELATED INJURIES PER 500 FULL TIME PEOPLE IN THE WORKFORCE OVER A 1-YEAR TIMEFRAME.



3.2 Affected communities

Zagreb Airport is aware of the impact the airport's activities have on the quality of life of the local community, which is why the aim is to generate as much benefits for local community as possible. The presence of an airport can generate socio-economic benefits for communities. Aware of the opportunities, Zagreb Airport generates possibilities for cooperation.

Commitments in regards to local communities are:

- ✓ Promoting economic development and local employment
- ✓ Promoting civic commitment among employees and synergies on societal issues
- ✓ Improving living conditions by reducing noise exposure

Corporate and internal communication department in collaboration with Commercial department and Human resources department molds opportunities for collaboration with local communities and conducts stakeholder engagement. Societal projects are endorsed and approved by the Board. Integrated management system, sustainable development and risk management department is responsible for monitoring and reporting noise levels.

There was no displacement and resettlement of people related to development and management of Zagreb Airport.



Stakeholder engagement

Engaging with the local community establishes a foundation of mutual trust, shared responsibility, and sustainable growth. The community is directly affected by the airport operations, and their input helps shape decisions that impact their daily lives. Effective engagement enables airports to understand local concerns, needs, and interests, allowing for responsive strategies that minimize negative impacts and maximize positive outcomes.

Collaboration with the community fosters a sense of ownership, turning them into partners in the airport's success. Additionally, transparent communication builds goodwill, prevents misinformation, and dispels fears. Engaging local stakeholders reduces conflicts and enhances the airport's social license to operate.

The engagement occurs mostly with the communities' legitimate representatives. Local community participated in the social dialogue regarding the development of the new terminal in 2012 in the form of public forum and focus groups. In the operating phase, Zagreb Airport continues to engage with local stakeholders and create opportunities for collaboration. Corporate and internal communication department in collaboration with Commercial department have operational responsibility for ensuring this engagement happens. Outcomes of stakeholder engagement are presented to the management board, which takes the community's feedback into consideration in strategic planning. The following table presents the summary of engagement with affected communities in 2024.

TABLE: ENGAGEMENT WITH AFFECTED COMMUNITIES IN 2024

| STAKEHOLDERS | ENGAGEMENT FORM | FREQUENCY | TOPICS DISCUSSED |
|--|---|--|---|
| CITY OF VELIKA GORICA AND OTHER AVIATION PARTNERS | Meeting of the working group that gathers representatives of the aviation industry E-mail | Meeting on the annual basis Regular communication via email | Follow up of the strategic plan of Branding City of Velika Gorica as City of Aviation – discussion on activities and projects in 2024 |
| TOURIST BOARD CITY OF VELIKA GORICA TOURIST BOARD OF ZAGREB COUNTY | Representatives of the airport in the assembly and council of the tourist board of Velika Gorica | 5 times a year | Topics of discussion: destination tourism development strategy and tourism management cooperation on destination promotion projects |
| EDUCATION CENTER VELIKA GORICA | Special visit to Education center VG Cooperation on projects aimed at improving the living and working conditions of the residents of the center | Twice a year As needed and requested by the Education center administration | Gathering and participation in workshops with children and their teachers Sponsorship |
| AIRPORT STAKEHOLDERS (CTN, other airlines, BTA, SDA, IACC, forwarders, HAVAS – Ground Handling Services, Resalta, ATC, community representative) | Information disclosure | Annual basis (meeting on 28th May 2024) Once a year | Carbon Management Stakeholder Engagement Plan Significant environmental aspects |

Grievance mechanism

Zagreb Airport has established a grievance redress mechanism (GRM) to address concerns that the communities living in the vicinity of the airport may have in relation to the airport activities, their impacts, compensation and other mitigation measures. The main objective of the GRM is to provide a mechanism to mediate conflict and allow people who might have objections or concerns regarding the airport operations to raise them and see that they are adequately addressed. Zagreb Airport uses its website to publish information about impacts on local communities. This includes noise reports and air pollution reports. This sustainability report contains all relevant information regarding the Airport’s impacts and will be publicly available at the official website.

Zagreb Airport has a documented grievance procedure to address grievances from the public within a defined timeframe. Information on how to raise a complaint is publicly available on the company website.

A complaint can be submitted in writing via any of the following communication channels:

- ▶ Online via B2C or B2B web form
- ▶ Feed back QR code in the passenger terminal
- ▶ E-mail: feedback@zag.aero; info@zag.aero;
- ▶ Feedback Totem collection box (offlineB2CFeedback form) located in the passenger terminal (Level 2; Departure Check-In area)
- ▶ To the address Međunarodna zračna luka Zagreb d.d., Rudolfa Fizira 1, HR-10410 Velika Gorica, Croatia.

Zagreb Airport commits to providing a response to a stakeholder as soon as possible and at the latest within the legal deadline of 15 days from the date of the receipt of feedback or a complaint.

According to the predetermined procedure, all noise-related complaints received from communities are presented by Zagreb Airport to the Environmental Protection Committee, where they are then addressed by relevant parties. CroControl designs flight operating procedures that can result in noise reduction, and Croatian Civil Aviation Agency (CCAA) approves them.



In 2024, Zagreb Airport received one (1) complaint related to the environmental impact and seven (7) complaints from affected communities related to the disturbance/nuisance. The following table provides an overview of raised concerns.

| COMPLAINT CATEGORY | No. of Complaints | | | SUMMARY OF ISSUES AND RESOLUTIONS |
|-----------------------|-------------------|------|----------|---|
| | CLOSED | OPEN | OVERDUE* | |
| Environmental impacts | 1 | 0 | 0 | For the customer’s complaint on plastic items and plastic packaging of food and snacks, still served in ZAG catering facilities, the BTA relevant authority reported: “The single use (plastic) products are allowed to be distributed to the customers until the catering plastic material are emptied in the warehouse, which is in accordance with the Directive EU 2019/904”. (No corrective activity). |
| Disturbance/ nuisance | 7 | 0 | 0 | <p>3 COMPLAINTS REFERRED ON THE NOISE IMPACT VS LOCAL COMMUNITY:</p> <p>1) military aircraft noise over Velika Mlaka settlement, 2) aircraft noise over Sesevski Kraljevec, 3) a passenger airplane flew low over a residential area in Zagreb. A resident is wondering what caused the low flyover.</p> <p>No corrective activity related the 3 cases noted above. For all of 3 complaints the Director of airport operation division confirmed: “All aviation activities at Franjo Tuđman Airport take place exclusively in accordance with the valid Rule Book on airport opening hours, adopted by the competent authorities of the Republic of Croatia. On the basis of the aforementioned Ordinance and the Concession Agreement, the ZAG Airport operator is obliged to ensure that the airport is open 24 hours a day, 7 days a week, 365 days a year for all civil aircraft”.</p> <p>3 COMPLAINTS LOCAL RESIDENT OBJECTING TO INCREASED NOISE LEVELS BY MILITARY FLIGHTS OVER ZAG.</p> <p>No corrective activity related the 3 cases noted above. For all of 3 complaints the ZAG Airport Operation’s Statement in coordination with the Legal Department was following: “International Zagreb Airport Jsc. always strives to improve its business processes, as well as maintain good relations with local community. In accordance with the relevant regulation of the Republic of Croatia, International Zagreb Airport Jsc. is the operator of the airport with responsibility for the management of the airport and facilities for aircraft landing and takeoff. Additionally, International Zagreb Airport Jsc. also coordinates the civil aviation aircraft parking. Related to the approval of military flights and exercises of the Croatian Air Force – it is not under the jurisdiction of International Zagreb Airport Jsc. Consequently, International Zagreb Airport Jsc. does not have any influence over the schedule or the number of flights operated by the Croatian Air Force”.</p> <p>1 complaint – the customer complained on no-aircraft noise which was coming from the zag airport area.</p> <p>No corrective activity related the complaint noted above. The relevant Development department reported: “Works performed on airside are planned to be finished until August, 31,2024.”</p> |

The undertaking recognizes the significance of ensuring awareness, trust, and protection for the affected communities in the engagement processes. Local community is informed about the existence of grievance mechanisms on the official website.

Any individual raising concerns or needs through grievance structures is protected from any form of retaliation or negative consequences. Zagreb Airport’s commitment to a safe and open environment encourages open dialogue without fear of repercussions.

* COMPLAINTS WHICH HAVE BEEN CLOSED OR ARE OPEN BUT STILL UNRESOLVED OUTSIDE OF TIMEFRAME DEFINED IN THE COMPLAINTS PROCEDURE – N/A

Actions

1. Promoting economic development and local employment

Employment and procurement opportunities

Zagreb Airport creates direct employment opportunities for a wide range of professionals, including operational and security personnel, maintenance staff, and administrative personnel. These jobs provide stable income and livelihoods for local residents. Zagreb Airport indirectly generates additional jobs across various sectors. A network of businesses present at the airport offers stable jobs in catering, retail, and transportation. Above job generation, the airport ecosystem is a large consumer of goods and services which offers significant business opportunities for local suppliers.

Tourism and Hospitality

Airports attract tourists and business travelers, boosting the local tourism industry. This leads to increased demand for accommodation, restaurants, transportation services, and other hospitality-related businesses. Additionally, proximity to airports can drive real estate development, including hotels, office complexes, and commercial centers. These developments can increase property values and attract businesses to the area. Direct influence on positioning of Zagreb as a year-round destination as an attractive city break destination.

Connectivity

Zagreb Airport has established itself as a thriving year-round hub, with traffic growth, this expanded connectivity open doors to new markets, improve mobility, secure trade opportunities, exchange experiences. Zagreb Airport network includes key destinations across Europe and 5 intercontinental destinations, which is a strong platform for developing of continental tourism in local area.

Education and training

Zagreb Airport wants to hire locally, with the aim of building a competitive pool of talent and supporting locals in pursuing aviation-related jobs, Zagreb Airport collaborates with educational institutions in Velika Gorica and Zagreb on the programs that prepare individuals for airport jobs. This is beneficial both for the airport as it gains access to skilled labor and for the individuals that benefit from job opportunities. In 2024, Zagreb Airport continued to promote airport jobs on Open days of Faculties and secondary schools.

Zagreb Airport also collaborates with CroControl in regards to their program for air traffic controllers. In 2024, an airport visit and workshop were organised as a part of the education process for future air traffic controllers.

Velika Gorica city of aviation

The City of Velika Gorica has launched an initiative of branding Velika Gorica as the City of Aviation considering that the largest concentration of aviation activities in the Republic of Croatia is located in the area of the City of Velika Gorica. Zagreb Airport signed the Statement of friendship together with other companies in 2016. Zagreb Airport continuously works on this project in cooperation with Velika Gorica.

As part of its collaboration with Velika Gorica on branding it as the city of aviation and in recognition of the role it has in generating employment opportunities for the local community, Zagreb Airport provides internship opportunities for students from local high schools and faculties. This facilitates their transition to the job market and encourages them to seek employment at the Airport. Zagreb Airport measures this positive impact on the local community with the number of local students (Zagreb area, including Velika Gorica) that completed the internships provided by Zagreb Airport.

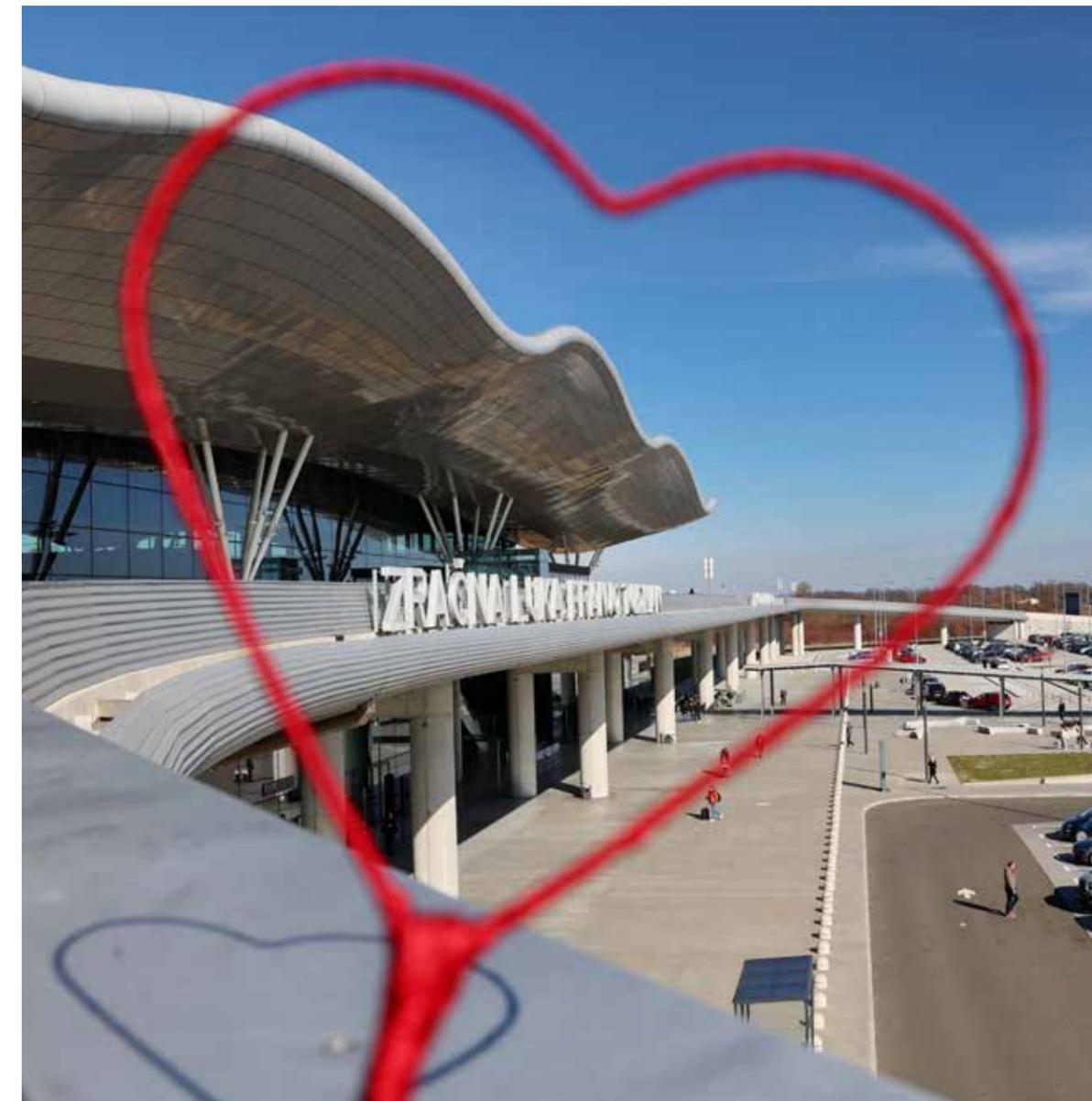
Zagreb Airport makes a significant contribution to the local economy in various ways, serving as an important economic engine and catalyst for significant regional growth.

2. Health, safety and security

Zagreb Airport actively collaborates with the local emergency services in preparations to respond effectively to emergency situations. Emergency preparedness and response activities, resources, and responsibilities are documented to relevant parties.

The Emergency Plan (EP) is implemented in accordance with the level of compliance with ICAO requirements. EP's main purpose is to enable rapid control of dangerous situations, reduction of danger and impact of danger, rescue and rehabilitation of exposed persons and prevention of damage to property and environment.

MZLZ airport terminal and other facilities are in accordance with the national life and fire safety code of Croatia and with one international life and fire safety code. In order to ensure the safety of all passengers, visitors, and employees, MZLZ has in place two separate documents: Emergency plan and Evacuation plan. During operations, the Company maintains proper life and fire safety conditions in all public facilities and periodically undergoes audits by the relevant government agencies.



3. Societal actions

Exhibition of Croatian national folk costumes in terminal – Cooperation with TB of Velika Gorica

The exhibition of Croatian national folk costumes from the Folklore Ensemble Turopolje fund was set up in the ZAG passenger terminal. This exhibition was made in collaboration with Tourist Board of Velika Gorica and includes the Croatian national folk costumes from the 19th and 20th centuries. This was the opportunity to present the heritage of our ancestors and show only a small part of the wealth and beauty of the Croatian national heritage. The exhibited folk costumes from Turopolje, Split, Lika, Konavle, Ravni Kotar, Vrlika, Bratina, Sisak Posavina, Slavonia, Bizovac, Baranja and Krk were worn during various ceremonies such as weddings, baptisms, holidays, and each of them tells its own story.

International Women’s Day at ZAG Airport

Traditional thank-you gathering of the women of Zagreb Airport, possibility to gratitude all Incredible women of Zagreb Airport, the heroines behind every takeoff and landing. These women at the heart of the airport make unforgettable adventures for every passenger possible.



AIRVG2024

A major aviation event aimed at promoting aviation in Croatia and Velika Gorica as the “City of Aviation”. The Show was organized in cooperation with City of Velika Gorica. The emphasis of the AIRVG Show was on the modernization of Croatian military aviation and the promotion of careers for military pilots, aircraft technicians, and other professions in air traffic.

Cycling Journey of colleague from ADP

After an impressive three weeks of non-stop cycling, our colleague from the ADP group, **Benjamin Escojido**, has accomplished an extraordinary feat and successfully reached destination, Zagreb Airport from Paris CDG Airport! Over the course of **three weeks** and **1,800 kilometers**, Benjamin cycled through the picturesque landscapes of France, Switzerland, Italy, Slovenia, and Croatia. Upon his arrival at Zagreb Airport, Benjamin was warmly welcomed by ZAGreb colleagues in front of the passenger terminal, where they greeted him with excitement and enthusiasm.

Gathering with our friends – Children and Employees of Velika Gorica Center for Education

In 2024 Zagreb Airport continued our tradition by presenting gifts to children at the Velika Gorica Center for Education. The children expressed their gratitude to the visitors with a heartfelt and emotional performance that delighted everyone in attendance. The collaboration between Zagreb Airport and the Center dates back to 2016, when a Charter of Cooperation and Friendship was signed. This document is based on mutual understanding, equality, and a shared interest in fostering cooperation. This project is part of Zagreb Airport’s ongoing efforts to support the local community through socially responsible initiatives, aiming to create positive change.



4. Noise exposure

Exposure to noise related to airport operations also has an impact on local communities. Zagreb Airport commits to working on noise reduction wherever possible, and this is why the following long-term objective for the management of aircraft noise has been set: "To limit aircraft noise impacts and gain the trust of our stakeholders that we are using the best practicable means to achieve this goal, and to continue this approach into the future, within the framework established by government." Noise monitoring system and mitigation measures are presented in the environmental chapter.



Metrics and targets

In 2022 Zagreb Airport has prepared the second strategic noise map which relates to the noise exposure status for the year 2021 and includes an assessment of noise exposure from major noise sources air traffic, including population and residential units data for permanent housing for the year 2021. The following table presents the change of people residing in areas affected by noise between 2021 and 2016.

There were no targets related to the local community in the reporting period.

| INDICATOR/DB (A) | 2021 LDEN | 2016 LDEN | Δ (2021-2016) | INDICATOR/DB (A) | 2021 LNIGHT | 2016 LNIGHT | Δ (2021-2016) |
|------------------|-------------|-------------|---------------|------------------|-------------|-------------|---------------|
| 55-59 | 1200 (1182) | 1300 (1271) | -100 (-89) | 50-54 | 0 (44) | 0 (46) | 0 (-2) |
| 60-64 | 200 (205) | 200 (240) | 0 (-35) | 55-59 | 0 (0) | 0 (3) | 0 (-3) |
| 65-69 | 0 (5) | 0 (10) | 0 (-5) | 60-64 | 0 (0) | 0 (1) | 0 (-1) |
| (-170-74) | 0 (0) | 0 (2) | 0 (-2) | 65-69 | 0 (0) | 0 (3) | 0 (-3) |
| ≥75 | 0 (0) | 0 (15) | 0 (-15) | ≥70 | 0 (0) | 0 (11) | 0 (-11) |



4 GOVERNANCE DISCLOSURES

4.1 Corporate culture

Zagreb Airport is committed to fostering the culture of integrity, inclusivity, and ethical conduct throughout all levels of the company. This encompasses efforts to create an environment that prioritizes well-being, security and safety of all stakeholders, promotes quality, environmental protection, sustainable practices, and encourages transparent communication. The corporate culture is established through missions, vision, and values which Zagreb Airport upholds in everyday operations. Corporate culture is reinforced by the management board through the policies and internal communication.

Corporate culture is developed and promoted through various internal initiatives, which include awareness campaigns and specific trainings in regards to ESG principles, integrated management systems, and ethical business conduct. These engagement activities underscore the importance of the values and their alignment with the Zagreb Airport's sustainability commitments.

In 2024, Zagreb Airport demonstrated its commitment to sustainability by training to employees, focusing on the environmental protection. The initiative encompassed both online modules and onsite workshops, enabling

employees to learn at their own pace. The training heightened awareness about IMS principles and sustainable practices, and empowering the workforce to actively contribute to environmental preservation. Trainings raised employees' awareness on Integrated Management System policy, and specifically Carbon reduction strategy. These efforts not only aligned with the airport's values, but also cultivated a sense of ownership and engagement, fostering a more environmentally conscious and responsible workforce. 66,38% employees completed the Basics of Environmental Protection course training in 2024.

Employees who work directly on ESG topics have completed training on: Corporate Sustainability Reporting Directive, European Sustainability Reporting Standards, EU Taxonomy Regulation.

To ensure accountability and continuous improvement, evaluation mechanisms are employed to assess the effectiveness of the corporate culture initiatives. Annual assessments within employee surveys and regular feedback mechanisms are utilized to gauge the impact of the efforts, and enable identification of areas for enhancement.

ZAGREB AIRPORT'S VALUES

RESPECT

we build trust by respecting each other, being honest and responsible towards all stakeholders, and following the corporate culture guidelines in our daily work.

CUSTOMER SATISFACTION

we nurture quality relationships with clients and business partners, putting their needs and satisfaction at the top of our list of business priorities.

DYNAMISM

we solve demanding tasks proactively and decisively, full of enthusiasm and energy, which helps us cope with our daily dynamic challenges.

TEAMWORK

we work in teams and strive to achieve our goals together, relying on colleagues and associates with whom we have good understanding while consulting with each other.

INNOVATION

we are paving the way with new ideas and approaches that are based on innovative solutions and effective initiatives.

PROFESSIONALISM

we set and achieve high standards in work, constantly maintaining quality and productivity in meeting our set goals.

Code of Ethics

Zagreb Airport has the Code of Ethics which outlines principles that should govern the behaviors and decisions of individuals within Zagreb Airport. It sets the standard for ethical conduct, promoting integrity, accountability, and responsible actions, while fostering trust among stakeholders and ensuring alignment with the organization's values and mission.

Zagreb Airport's Code of Ethics provides a clear guidelines for employees that help them make right decisions and align their behavior with corporate values. Furthermore, an Ethics commissioner was appointed. Ethics commissioner is responsible for overseeing and enforcing the Code of Ethics, ensuring its consistent application. The Ethics Commissioner offers guidance to employees facing ethical dilemmas, investigates potential violations, and recommends appropriate actions to address misconduct. In the reporting period, there is no specific policy for training within the organization on business conduct matters.

Zagreb Airport established clear reporting channels, including anonymous avenues, to encourage employees, partners, and community members to voice their concerns confidentially. These reports are diligently investigated, ensuring impartiality and thoroughness throughout the process. The channels for raising concerns for community members and employees have been presented in the previous chapters.

Internal irregularities reporting

In 2022, Zagreb Airport adopted a new Rulebook on the procedure for internal irregularities reporting, which guides employees through the process from identifying the misconduct to reporting and follow-up.

The Rulebook also provides instructions for the confidential person, who is appointed based on the Rulebook, to thoroughly and promptly investigate all complaints and report the outcomes to the management board, when applicable in line with the Rulebook.

The process of internal reporting of irregularities begins by submitting a report to the confidential person (in written or orally). The contact information of the confidential person and the procedure on how to raise concerns are disclosed in the Rulebook on the procedure for internal irregularities reporting. Upon receiving the report, confidential person is responsible to:

- ▶ Acknowledge the receipt of the report within seven days from the day of receipt of the report.
- ▶ Promptly take actions within their authority necessary for protecting the informer of the irregularity.
- ▶ Undertake actions to investigate the irregularity and provide feedback to the informer about the report.
- ▶ Inform and instruct the management board or specific department within the organization to resolve the irregularity or forward the report on irregularity to authorized bodies responsible for acting based on the content of the report, if the irregularity is not resolved with the employer.
- ▶ Inform the informer of the outcome of the investigation of the report in writing.

The confidential person is obliged to safeguard the identity of the informer and the information received in the report from unauthorized disclosure or sharing with others, unless contrary to specific law.

The Rulebook, in accordance with the applicable law, does not allow any kind of retaliation against anyone who raises concerns in good faith; retaliation, such as discrimination, dismissal, disciplinary action, harassment, etc., is strictly prohibited. Measures to protect against retaliation, in accordance with the applicable law include:

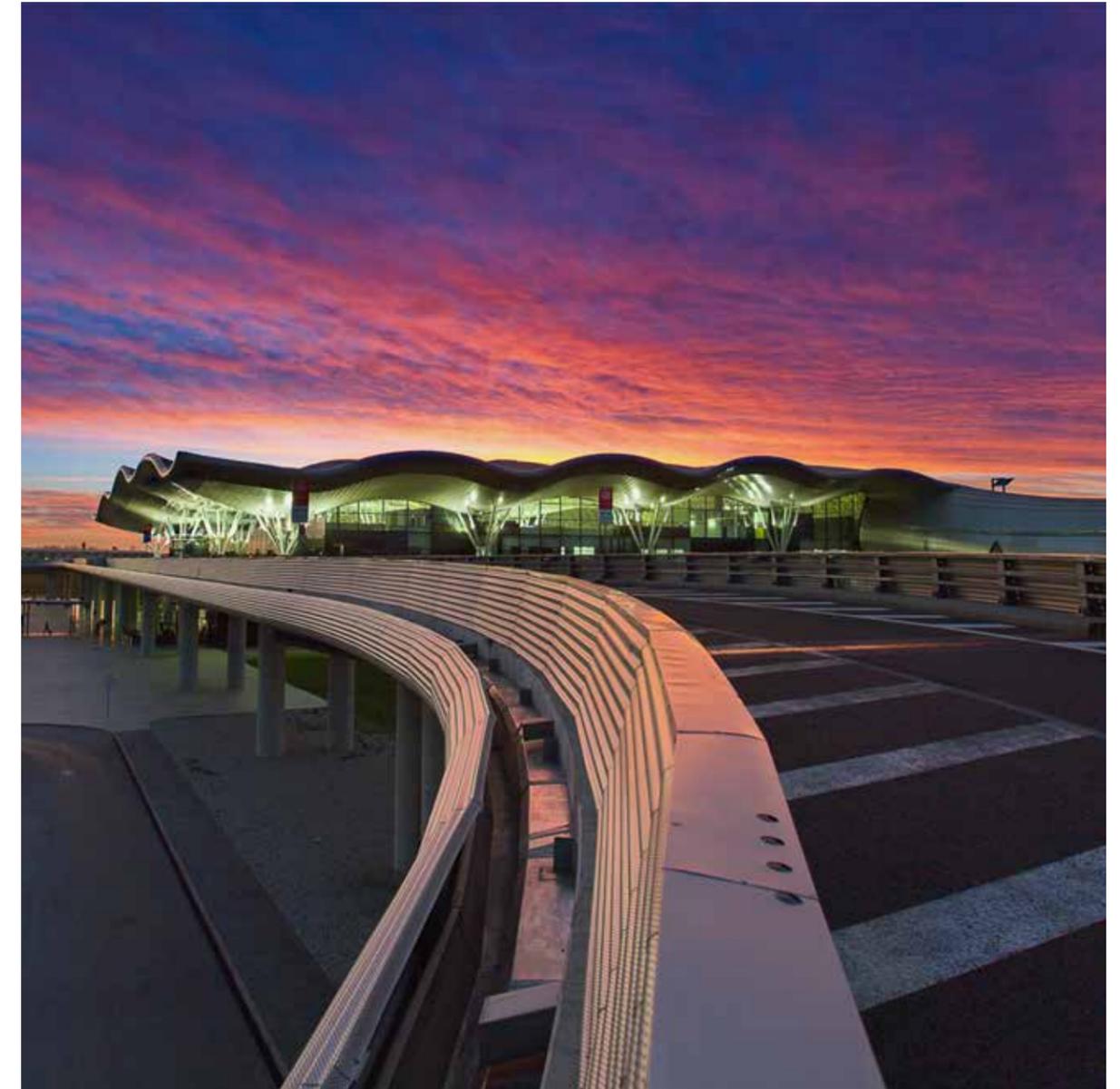
- ▶ Protection of identity and confidentiality
- ▶ Judicial protection
- ▶ Damage compensation
- ▶ Primary free legal aid in accordance with the law regulating the right to free legal aid
- ▶ Emotional support, and other protection provided by the relevant applicable law.

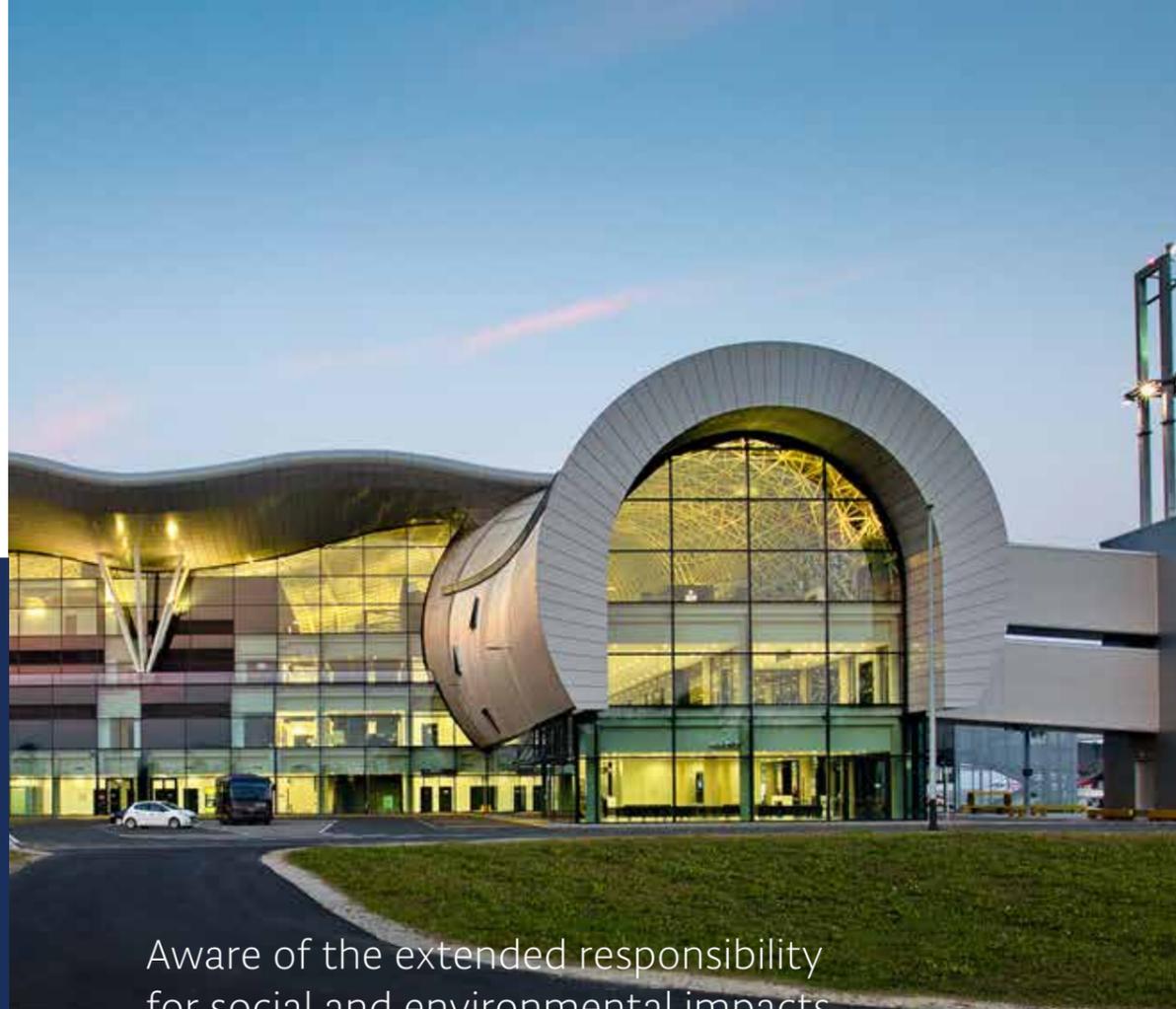
Anti-corruption

Corruption is among the greatest obstacles to sustainable economic and social development, as it distorts the rule of law and weakens the institutional foundation upon which the growth depends.

Zagreb Airport's Code of Ethics clearly states the types of behavior to which Zagreb Airport has a zero-tolerance approach, such as corruption, bribery, and extortion. Functions within the company that are most at risk in respect of corruption and bribery include top management and positions within the commercial and purchasing departments. In 2024, Zagreb Airport updated its Code of Ethics and adopted new Rulebook on Protection of Workers' Dignity to enhance its commitment to ethics and compliance obligations.

Zagreb Airport implements IFC's guidelines which refer to anti-corruption to all major service agreements, as well as lease agreements. In addition Zagreb Airport also created Ethics and Compliance clause which is included in most of Zagreb Airport contracts, by which the contracting parties are informed on the relevant documents in our organization and the clause also contains a link where all relevant documents are easily accessible. In 2024, there were no convictions or fines for violation of anti-corruption and anti-bribery laws.





Aware of the extended responsibility for social and environmental impacts in the supply chain, Zagreb Airport commits to choosing suppliers with robust management of ESG impacts and reduced negative effects.

4.2 Relationship with suppliers

Zagreb Airport is committed to fair procurement practices which includes:

- ✓ Equal access and opportunity for all suppliers
- ✓ Fair contract terms
- ✓ Timely payments in line with agreed terms and conditions

The Suppliers Selection Team sets a weighing factor for criteria that are most important to Zagreb Airport's strategies and narrows the field of potential suppliers to those that fit this profile. The predefined criteria shall include but will not be limited to:

- ▶ Price: Base prices, quantity discounts, price increases or decreases, and/or other price-related factors,
- ▶ Quality: Minimum defect rates, customer service representation, and/or other customer satisfaction and reliability factors,
- ▶ Environmental and health and safety factors,
- ▶ Time: on-time delivery, lead times, and/or other time driven requirements,
- ▶ Reputation for high-quality and reliability,
- ▶ Availability of after-sales support, maintenance and complaint management,
- ▶ Meet essential requirements,
- ▶ Adequate previous references and track history as well as satisfactory experience with the client,
- ▶ Provide technical support and provide training centres for staff and technicians (for items that require such service).

At the end of each fiscal year, evaluation and rating of suppliers is performed, for 50 suppliers with highest annual turnover and with highest impact on core business, selected by discretion of Process owners. Evaluation of suppliers' assessment includes: Compliance with specifications, Competence/Technical support, Delivery time/Responsiveness, Safety, Environment, Administration/Invoicing and Disputes

Zagreb Airport expects their suppliers to respect human rights, protect the environment and overall conduct business in line with national and international principles and guidelines, such as the. Requirements for subcontractors on environmental protection are described through quality standards and form an integral part of the contract.

TABLE: PAYMENT PRACTICES

| INDICATOR | 2023 | 2024 | % N/N-1 |
|--|------|------|---------|
| The average time the undertaking takes to pay an invoice from the date when the contractual or statutory term of payment starts to be calculated, in number of days; | 30 | 30 | 0% |
| A description of the standard payment terms in number of days by main category of suppliers | 30 | 30 | 0% |
| The percentage of payments aligned with standard payment terms; | 98 | 98 | 0% |
| The number of legal proceedings currently outstanding for late payments | 1 | 0 | -100% |

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| | DR E3-2 – Actions and resources related to water and marine resources | 113 |
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| | DR S1-3 – Processes to remediate negative impacts and channels for own workers to raise concerns | 130-131 |
| | DR S1-4 – Taking action on material impacts on own workforce, and approaches to mitigating material risks and pursuing material opportunities related to own workforce, and effectiveness of those actions | 132-135 |
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| | DR S1-16 – Compensation metrics | 138 |
| DR S1-17 – Incidents, complaints and severe human rights impacts | 130 | |

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| DR related to ESRS 2 SBM-3 – Material impacts, risks and opportunities and their interaction with strategy and business model | 71 |
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| DR S3-4 – Taking action on material impacts on affected communities, and approaches to managing material risks and pursuing material opportunities related to affected communities, and effectiveness of those actions | 144-148 |
| DR S3-5 – Targets related to managing material negative impacts, advancing positive impacts, and managing material risks and opportunities | 149 |
| DR related to ESRS 2 GOV-1 – The role of the administrative, supervisory and management bodies | 12-14 |
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ANNEX 2: EU LEGISLATION

| DISCLOSURE REQUIREMENT AND RELATED DATAPOINT | SFDR REFERENCE | PILLAR 3 REFERENCE | BENCHMARK REGULATION REFERENCE | EU CLIMATE LAW REFERENCE | PAGE |
|---|--|---|--|---|---|
| ESRS 2 GOV-1 Board's gender diversity paragraph 21 (d) | Indicator number 13 of Table #1 of Annex 1 | | Commission Delegated Regulation (EU) 2020/1816, Annex II | | 10 |
| ESRS 2 GOV-1 Percentage of board members who are independent paragraph 21 (e) | | | Delegated Regulation (EU) 2020/1816, Annex II | | 10 |
| ESRS 2 GOV-4 Statement on due diligence paragraph 30 | Indicator number 10 Table #3 of Annex 1 | | | | 16 |
| ESRS 2 SBM-1 Involvement in activities related to fossil fuel activities paragraph 40 (d) i | Indicators number 4 Table #1 of Annex 1 | Article 449a Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453 Table 1: Qualitative information on Environmental risk and Table 2: Qualitative information on Social risk | Delegated Regulation (EU) 2020/1816, Annex II | | MZLZ is not involved in activities from paragraph 40 (d). |
| ESRS 2 SBM-1 Involvement in activities related to chemical production paragraph 40 (d) ii | Indicator number 9 Table #2 of Annex 1 | | Delegated Regulation (EU) 2020/1816, Annex II | | |
| ESRS 2 SBM-1 Involvement in activities related to controversial weapons paragraph 40 (d) iii | Indicator number 14 Table #1 of Annex 1 | | Delegated Regulation (EU) 2020/1818, Article 12(1) Delegated Regulation (EU) 2020/1816, Annex II | | |
| ESRS 2 SBM-1 Involvement in activities related to cultivation and production of tobacco paragraph 40 (d) iv | | | Delegated Regulation (EU) 2020/1818, Article 12(1) Delegated Regulation (EU) 2020/1816, Annex II | | |
| ESRS E1-1 Transition plan to reach climate neutrality by 2050 paragraph 14 | | | | Regulation (EU) 2021/1119, Article 2(1) | |
| ESRS E1-1 Undertakings excluded from Paris-aligned Benchmarks paragraph 16 (g) | | Article 449a Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453 Template 1: Banking book – Climate Change transition risk: Credit quality of exposures by sector, emissions and residual maturity | Delegated Regulation (EU) 2020/1818, Article 12.1 (d) to (g), and Article 12.2 | | / |
| ESRS E1-4 GHG emission reduction targets paragraph 34 | Indicator number 4 Table #2 of Annex 1 | Article 449a Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453 Template 3: Banking book – Climate change transition risk: alignment metrics | Delegated Regulation (EU) 2020/1818, Article 6 | | 89 |

| DISCLOSURE REQUIREMENT AND RELATED DATAPOINT | SFDR REFERENCE | PILLAR 3 REFERENCE | BENCHMARK REGULATION REFERENCE | EU CLIMATE LAW REFERENCE | PAGE |
|---|--|---|---|---|------|
| ESRS E1-5 Energy consumption from fossil sources disaggregated by sources (only high climate impact sectors) paragraph 38 | Indicator number 5 Table #1 and Indicator n. 5 Table #2 of Annex 1 | | | | 90 |
| ESRS E1-5 Energy consumption and mix paragraph 37 | Indicator number 5 Table #1 of Annex 1 | | | | 90 |
| ESRS E1-5 Energy intensity associated with activities in high climate impact sectors paragraphs 40 to 43 | Indicator number 6 Table #1 of Annex 1 | | | | 90 |
| ESRS E1-6 Gross Scope 1, 2, 3 and Total GHG emissions paragraph 44 | Indicators number 1 and 2 Table #1 of Annex 1 | Article 449a; Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453 Template 1: Banking book – Climate change transition risk: Credit quality of exposures by sector, emissions and residual maturity | Delegated Regulation (EU) 2020/1818, Article 5(1), 6 and 8(1) | | 92 |
| ESRS E1-6 Gross GHG emissions intensity paragraphs 53 to 55 | Indicators number 3 Table #1 of Annex 1 | Article 449a Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453 Template 3: Banking book – Climate change transition risk: alignment metrics | Delegated Regulation (EU) 2020/1818, Article 8(1) | | 92 |
| ESRS E1-7 GHG removals and carbon credits paragraph 56 | | | | Regulation (EU) 2021/1119, Article 2(1) | NM |
| ESRS E1-9 Exposure of the benchmark portfolio to climate-related physical risks paragraph 66 | | | Delegated Regulation (EU) 2020/1818, Annex II Delegated Regulation (EU) 2020/1816, Annex II | | NA |
| ESRS E1-9 Disaggregation of monetary amounts by acute and chronic physical risk paragraph 66 (a) ESRS E1-9 Location of significant assets at material physical risk paragraph 66 (c). | | Article 449a Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453 paragraphs 46 and 47; Template 5: Banking book – Climate change physical risk: Exposures subject to physical risk. | | | NA |
| ESRS E1-9 Breakdown of the carrying value of its real estate assets by energy-efficiency classes paragraph 67 (c). | | Article 449a Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453 paragraph 34; Template 2: Banking book – Climate change transition risk: Loans collateralised by immovable property – Energy efficiency of the collateral | | | NA |
| ESRS E1-9 Degree of exposure of the portfolio to climate-related opportunities paragraph 69 | | | Delegated Regulation (EU) 2020/1818, Annex II | | NA |

| DISCLOSURE REQUIREMENT AND RELATED DATAPOINT | SFDR REFERENCE | PILLAR 3 REFERENCE | BENCHMARK REGULATION REFERENCE | EU CLIMATE LAW REFERENCE | PAGE |
|--|---|--------------------|--------------------------------|--------------------------|-------|
| ESRS E2-4 Amount of each pollutant listed in Annex II of the E-PRTR Regulation (European Pollutant Release and Transfer Register) emitted to air, water and soil, paragraph 28 | Indicator number 8 Table #1 of Annex 1 Indicator number 2 Table #2 of Annex 1 Indicator number 1 Table #2 of Annex 1 Indicator number 3 Table #2 of Annex 1 | | | | NA |
| ESRS E3-1 Water and marine resources paragraph 9 | Indicator number 7 Table #2 of Annex 1 | | | | 94-96 |
| ESRS E3-1 Dedicated policy paragraph 13 | Indicator number 8 Table 2 of Annex 1 | | | | 94-96 |
| ESRS E3-1 Sustainable oceans and seas paragraph 14 | Indicator number 12 Table #2 of Annex 1 | | | | NM |
| ESRS E3-4 Total water recycled and reused paragraph 28 (c) | Indicator number 6.2 Table #2 of Annex 1 | | | | 113 |
| ESRS E3-4 Total water consumption in m3 per net revenue on own operations paragraph 29 | Indicator number 6.1 Table #2 of Annex 1 | | | | 113 |
| ESRS 2-IRO 1 – E4 paragraph 16 (a) i | Indicator number 7 Table #1 of Annex 1 | | | | NM |
| ESRS 2-IRO 1 – E4 paragraph 16 (b) | Indicator number 10 Table #2 of Annex 1 | | | | NM |
| ESRS 2-IRO 1 – E4 paragraph 16 (c) | Indicator number 14 Table #2 of Annex 1 | | | | NM |
| ESRS E4-2 Sustainable land / agriculture practices or policies paragraph 24 (b) | Indicator number 11 Table #2 of Annex 1 | | | | NM |
| ESRS E4-2 Sustainable oceans / seas practices or policies paragraph 24 (c) | Indicator number 12 Table #2 of Annex 1 | | | | NM |
| ESRS E4-2 Policies to address deforestation paragraph 24 (d) | Indicator number 15 Table #2 of Annex 1 | | | | NM |
| ESRS E5-5 Non-recycled waste paragraph 37 (d) | Indicator number 13 Table #2 of Annex 1 | | | | 115 |
| ESRS E5-5 Hazardous waste and radioactive waste paragraph 39 | Indicator number 9 Table #1 of Annex 1 | | | | 115 |
| ESRS 2-SBM3 – S1 Risk of incidents of forced labor paragraph 14 (f) | Indicator number 13 Table #3 of Annex I | | | | NM |
| ESRS 2-SBM3 – S1 Risk of incidents of child labor paragraph 14 (g) | Indicator number 12 Table #3 of Annex I | | | | NM |

| DISCLOSURE REQUIREMENT AND RELATED DATAPOINT | SFDR REFERENCE | PILLAR 3 REFERENCE | BENCHMARK REGULATION REFERENCE | EU CLIMATE LAW REFERENCE | PAGE |
|---|---|--------------------|--|--------------------------|--------------|
| ESRS S1-1 Human rights policy commitments paragraph 20 | Indicator number 9 Table #3 and Indicator number 11 Table #1 of Annex I | | | | 127-128 |
| ESRS S1-1 Due diligence policies on issues addressed by the fundamental International Labor Organisation Conventions 1 to 8, paragraph 21 | | | Delegated Regulation (EU) 2020/1816, Annex II | | 127-128 |
| ESRS S1-1 processes and measures for preventing trafficking in human beings paragraph 22 | Indicator number 11 Table #3 of Annex I | | | | 127-128 |
| ESRS S1-1 workplace accident prevention policy or management system paragraph 23 | Indicator number 1 Table #3 of Annex I | | | | 128, 132-133 |
| ESRS S1-3 grievance/complaints handling mechanisms paragraph 32 (c) | Indicator number 5 Table #3 of Annex I | | | | 130 |
| ESRS S1-14 Number of fatalities and number and rate of work-related accidents paragraph 88 (b) and (c) | Indicator number 2 Table #3 of Annex I | | Delegated Regulation (EU) 2020/1816, Annex II | | 139 |
| ESRS S1-14 Number of days lost to injuries, accidents, fatalities or illness paragraph 88 (e) | Indicator number 3 Table #3 of Annex I | | | | 139 |
| ESRS S1-16 Unadjusted gender pay gap paragraph 97 (a) | Indicator number 12 Table #1 of Annex I | | Delegated Regulation (EU) 2020/1816, Annex II | | 138 |
| ESRS S1-16 Excessive CEO pay ratio paragraph 97 (b) | Indicator number 8 Table #3 of Annex I | | | | NM |
| ESRS S1-17 Incidents of discrimination paragraph 103 (a) | Indicator number 7 Table #3 of Annex I | | | | 130 |
| ESRS S1-17 Non-respect of UNGPs on Business and Human Rights and OECD paragraph 104 (a) | Indicator number 10 Table #1 and Indicator n. 14 Table #3 of Annex I | | Delegated Regulation (EU) 2020/1816, Annex II Delegated Regulation (EU) 2020/1818 Art 12 (1) | | 130 |
| ESRS 2-SBM3 – S2 Significant risk of child labor or forced labor in the value chain paragraph 11 (b) | Indicators number 12 and n. 13 Table #3 of Annex I | | | | NM |
| ESRS S2-1 Human rights policy commitments paragraph 17 | Indicator number 9 Table #3 and Indicator n. 11 Table #1 of Annex 1 | | | | NM |
| ESRS S2-1 Policies related to value chain workers paragraph 18 | Indicator number 11 and n. 4 Table #3 of Annex 1 | | | | NM |

| DISCLOSURE REQUIREMENT AND RELATED DATAPOINT | SFDR REFERENCE | PILLAR 3 REFERENCE | BENCHMARK REGULATION REFERENCE | EU CLIMATE LAW REFERENCE | PAGE |
|---|--|--------------------|---|--------------------------|---------|
| ESRS S2-1 Non-respect of UNGPs on Business and Human Rights principles and OECD guidelines paragraph 19 | Indicator number 10 Table #1 of Annex 1 | | Delegated Regulation (EU) 2020/1816, Annex II Delegated Regulation (EU) 2020/1818, Art 12 (1) | | NM |
| ESRS S2-1 Due diligence policies on issues addressed by the fundamental International Labor Organisation Conventions 1 to 8, paragraph 19 | | | Delegated Regulation (EU) 2020/1816, Annex II | | NM |
| ESRS S2-4 Human rights issues and incidents connected to its upstream and downstream value chain paragraph 36 | Indicator number 14 Table #3 of Annex 1 | | | | NM |
| ESRS S3-1 Human rights policy commitments paragraph 16 | Indicator number 9 Table #3 of Annex 1 and Indicator number 11 Table #1 of Annex 1 | | | | 140-143 |
| ESRS S3-1 non-respect of UNGPs on Business and Human Rights, ILO principles and OECD guidelines paragraph 17 | Indicator number 10 Table #1 Annex 1 | | Delegated Regulation (EU) 2020/1816, Annex II Delegated Regulation (EU) 2020/1818, Art 12 (1) | | 140-143 |
| ESRS S3-4 Human rights issues and incidents paragraph 36 | Indicator number 14 Table #3 of Annex 1 | | | | NM |
| ESRS S4-1 Policies related to consumers and end-users paragraph 16 | Indicator number 9 Table #3 and Indicator number 11 Table #1 of Annex 1 | | | | NM |
| ESRS S4-1 Non-respect of UNGPs on Business and Human Rights and OECD guidelines paragraph 17 | Indicator number 10 Table #1 of Annex 1 | | Delegated Regulation (EU) 2020/1816, Annex II Delegated Regulation (EU) 2020/1818, Art 12 (1) | | NM |
| ESRS S4-4 Human rights issues and incidents paragraph 35 | Indicator number 14 Table #3 of Annex 1 | | | | NM |
| ESRS G1-1 United Nations Convention against Corruption paragraph 10 (b) | Indicator number 15 Table #3 of Annex 1 | | | | 153 |
| ESRS G1-1 Protection of whistle-blowers paragraph 10 (d) | Indicator number 6 Table #3 of Annex 1 | | | | 152 |
| ESRS G1-4 Fines for violation of anti-corruption and anti-bribery laws paragraph 24 (a) | Indicator number 17 Table #3 of Annex 1 | | Delegated Regulation (EU) 2020/1816, Annex II) | | 153 |
| ESRS G1-4 Standards of anti-corruption and anti-bribery paragraph 24 (b) | Indicator number 16 Table #3 of Annex 1 | | | | 153 |

NM = Not material
NA = Not available

ANNEX 3: ENVIRONMENTAL KPIS

| GRI | G4AO | SFDR | ESRS | INDICATOR | UNIT | PAGE | 2023 | 2024 | ΔN-1 VALUE |
|----------------------------|------|--|------------------|---|---------------------|------|-----------|-----------|------------|
| Energy consumption and mix | | | | | | | | | |
| 302-1-a-i | | Indicator number 5 Table #1 and Indicator n. 5 Table #2 of Annex 1 | E1-5, DR 38a | (1) Fuel consumption from coal and coal products (MWh) | MWh | | 0,00 | 0,00 | 0,00 |
| 302-1-a-ii | | | E1-5, DR 38b | (2) Fuel consumption from crude oil and petroleum products (MWh) | MWh | | 690,99 | 1.379,14 | 99,59% |
| 302-1-a-iii | | | E1-5, DR 38c | (3) Fuel consumption from natural gas (MWh) | MWh | | 8.703,00 | 10.166,00 | 16,81% |
| 302-1-a-iv | | | E1-5, DR 38d | (4) Fuel consumption from other fossil sources (MWh) | MWh | | 0,00 | 0,00 | 0,00 |
| | | | E1-5, DR 38e | (5) Total consumption of purchased or acquired electricity, heat, steam, and cooling from fossil sources (MWh); | MWh | | 8.718,00 | 11.048,00 | 26,73% |
| | | Indicator number 5 Table #1 of Annex 1 | E1-5, DR 37a | (6) Total fossil energy consumption (MWh) (calculated as the sum of lines 1 to 5) | MWh | | 18.111,99 | 22.593,14 | 24,74% |
| | | Indicator number 5 Table #1 of Annex 1 | E1-5, DR 37b | (7) Consumption from nuclear sources (MWh) | MWh | | 0,00 | 0,00 | 0,00 |
| | | | E1-5, DR 37c-i | (8) Fuel consumption for renewable sources, including biomass (also comprising industrial and municipal waste of biologic origin, biogas, renewable hydrogen, etc.) (MWh) | MWh | | 0,00 | 0,00 | 0,00 |
| | | | E1-5, DR 37c-ii | (9) Consumption of purchased or acquired electricity, heat, steam, and cooling from renewable sources (MWh) | MWh | | 15.041,00 | 16.026,00 | 6,55% |
| | | | E1-5, DR 37c-iii | (10) The consumption of self-generated non-fuel renewable energy (MWh) | MWh | | 31,13 | 31,18 | 0,16% |
| | | | E1-5, DR 39 | Energy production from renewable sources | MWh of final energy | | 15.072,13 | 16.057,18 | 6,54% |
| 302-1-b | | Indicator number 5 Table #1 of Annex 1 | E1-5, DR 37c | (11) Total renewable energy consumption (MWh) (calculated as the sum of lines 8 to 10) | MWh | | 15.072,13 | 16.057,18 | 6,54% |
| 302-1-d | | Indicator number 5 Table #1 of Annex 1 | E1-5, DR 37 | Total energy consumption (MWh) (calculated as the sum of lines 6, and 11) | MWh | | 33.184,12 | 38.650,32 | 16,47% |
| | | | E1-5, DR 39 | Own non-renewable energy production | MWh | | N/A | N/A | N/A |
| 302-3-a | | Indicator number 6 Table #1 of Annex 1 | E1-5, DR 40 | Energy intensity in MWh/EUR (Total energy consumption from activities in high climate impact sectors per net revenue from activities in high climate impact sectors) | MWh/EUR | | 0,00045 | 0,00042 | -6,67% |

| GRI | G4AO | SFDR | ESRS | INDICATOR | UNIT | PAGE | 2023 | 2024 | ΔN-1 VALUE |
|---|------|---|----------------|--|----------------------------|------|--|--|------------|
| GHG Emissions | | | | | | | | | |
| Scope 1 GHG emissions (tCO ₂ eq) | | | | | | | | | |
| 305-1-a | | Indicators number 1 and 2 Table #1 of Annex 1 | E1-6, DR 44a | Gross Scope 1 GHG emissions (tCO ₂ eq) | Tons of CO ₂ eq | | 2.076,25 | 2.265,44 | 9,11% |
| Scope 2 GHG emissions | | | | | | | | | |
| 305-2-a | | Indicators number 1 and 2 Table #1 of Annex 1 | E1-6, DR 44b | Gross location-based Scope 2 GHG emissions (tCO ₂ eq) | Tons of CO ₂ eq | | 0,00 | 0,00 | 0,00 |
| 305-2-b | | | | Gross market-based Scope 2 GHG emissions (tCO ₂ eq) | Tons of CO ₂ eq | | 0,00 | 0,00 | 0,00 |
| 305-3-a | | Indicators number 1 and 2 Table #1 of Annex 1 | E1-6, DR 44c | Scope 3 GHG emissions (tCO ₂ eq) | Tons of CO ₂ eq | | 65.055,48 | 57.156,57 | -11,68% |
| Total GHG emissions | | | | | | | | | |
| | | Indicators number 1 and 2 Table #1 of Annex 1 | E1-6, DR 44d | Total GHG emissions (location-based) (tCO ₂ eq) | Tons of CO ₂ eq | | 67.131,73 | 59.422,01 | -11,48% |
| | | | | Total GHG emissions (market-based) (tCO ₂ eq) | Tons of CO ₂ eq | | 67.131,73 | 59.422,01 | -11,48% |
| 305-4-a | | Indicators number 3 Table #1 of Annex 1 | E1-6, DR 53-55 | Total GHG emissions (location-based) per net revenue (tCO ₂ eq/EUR) | tCO ₂ eq/EUR | | 0,0009194 | 0,0006500 | -29,30% |
| | | | | Total GHG emissions (market-based) per net revenue (tCO ₂ eq/EUR) | tCO ₂ eq/EUR | | 0,0009194 | 0,0006500 | -29,30% |
| | AO7 | | | Number and percentage of people residing in areas affected by noise | Number | | Please see the table at the respective page. | Please see the table at the respective page. | |
| | AO5 | | | Ambient air quality levels according to pollutant concentrations in micrograms per cubic meter or parts per million by regulatory regime | air quality | | Please see the results at the respective page. | Please see the results at the respective page. | |
| Water | | | | | | | | | |
| 303-3-a | | | | Water inflows/withdrawals in m3 | m3 | | 67.822,00 | 76.214,00 | 12,37% |
| 303-3-a-i | | | | Water inflows from: i. surface water | m3 | | 0,00 | 0,00 | 0,00 |
| 303-3-a-ii | | | | Water inflows from: ii. groundwater | m3 | | 5.477,00 | 6.136,00 | 12,03% |
| 303-3-a-iii | | | | Water inflows from: iii. seawater | m3 | | 0,00 | 0,00 | 0,00 |
| 303-3-a-iv | | | | Water inflows from: iv. produced water | m3 | | 0,00 | 0,00 | 0,00 |
| 303-3-a-v | | | | Water inflows from: v. third-party water | m3 | | 62.345,00 | 70.078,00 | 12,40% |

| GRI | G4AO | SFDR | ESRS | INDICATOR | UNIT | PAGE | 2023 | 2024 | ΔN-1 VALUE |
|-------------|------|--|------------------|---|--------|------|------------|------------|------------|
| 303-4-a | AO4 | | | Total water discharge | m3 | | 494.222,10 | 392.542,30 | -20,57% |
| 303-4-a-i | | | | i. surface water | m3 | | 490.442,10 | 391.406,30 | -20,19% |
| 303-4-a-ii | | | | ii. groundwater | m3 | | 0,00 | 0,00 | 0,00 |
| 303-4-a-iii | | | | iii. seawater | m3 | | 0,00 | 0,00 | 0,00 |
| 303-4-a-iv | | | | iv. third-party water | m3 | | 3.780,00 | 1.136,00 | -69,95% |
| | AO4 | | | The number of occasions on which discharge limits were exceeded | Text | | 0,00 | 0,00 | 0,00 |
| | AO6 | | | De-icing/anti-icing fluid applied to aircraft | m3 | | 92.514,00 | 111.453,00 | 20,47% |
| | AO6 | | | De-icing/anti-icing material applied to airside operational surfaces | tons | | 42,00 | 150,00 | 257,14% |
| | AO6 | | | Aircraft and pavement de-icing/anti-icing fluid captured for treatment | m3 | | N/A | N/A | N/A |
| 303-3-b | | | | Total water withdrawal from all areas with water stress: | m3 | | 0,00 | 0,00 | 0,00% |
| 303-3-b-i | | | | i. surface water | m3 | | 0,00 | 0,00 | 0,00% |
| 303-3-b-ii | | | | ii. groundwater | m3 | | 0,00 | 0,00 | 0,00% |
| 303-3-b-iii | | | | iii. seawater | m3 | | 0,00 | 0,00 | 0,00% |
| 303-3-b-iv | | | | iv. produced water | m3 | | 0,00 | 0,00 | 0,00% |
| 303-3-b-v | | | | v. third-party water | m3 | | 0,00 | 0,00 | 0,00% |
| 303-5-a | | | E3-4, DR 28a | Total water consumption* in m3; | m3 | | 74.454,00 | 88.028,00 | 18,23% |
| 303-5-b | | | E3-4, DR 28b | Total water consumption in m3 in areas at water risk, including areas of high-water stress; | m3 | | 0,00 | 0,00 | 0,00% |
| | | Indicator number 6.2 Table #2 of Annex 1 | E3-4, DR 28c | Total water recycled and reused in m3** | m3 | | 6.632,00 | 11.814,00 | 78,14% |
| 303-5-c | | | E3-4, DR 28d | Total water stored and changes in storage in m3 | m3 | | 0,00 | 0,00 | 0,00% |
| | | | E3-4, DR 29 | Water intensity | m3/€ | | 0,00102 | 0,00096 | -5,59% |
| | | | | Waste | | | | | |
| 306-3-a | | | E5-5, DR 37a | The total amount of waste generated (in t) | Tonnes | | 1.266,27 | 1.481,07 | 16,96% |
| 306-4-a | | | E5-5, DR 37b | (b) the total amount by weight diverted from disposal | Tonnes | | N/A | N/A | N/A |
| 306-4-b | | | | Amount by weight diverted from disposal - hazardous waste | Tonnes | | N/A | N/A | N/A |
| 306-4-b-i | | | E5-5, DR 37b-i | i. preparation for reuse (hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-4-b-ii | | | E5-5, DR 37b-ii | ii. recycling (hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-4-b-iii | | | E5-5, DR 37b-iii | iii. other recovery operations (hazardous waste) | Tonnes | | N/A | N/A | N/A |

| GRI | G4AO | SFDR | ESRS | INDICATOR | UNIT | PAGE | 2023 | 2024 | ΔN-1 VALUE |
|-------------|------|---|------------------|--|----------------------------|------|------|------|------------|
| 306-4-c | | | | Amount by weight diverted from disposal - non-hazardous waste | Tonnes | | N/A | N/A | N/A |
| 306-4-c-i | | | E5-5, DR 37b-i | i. preparation for reuse (non-hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-4-c-ii | | | E5-5, DR 37b-ii | ii. recycling (non-hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-4-c-iii | | | E5-5, DR 37b-iii | iii. other recovery operations (non-hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-5-a | | | E5-5, DR 37c | (c) the amount by weight directed to disposal by waste treatment type | Tonnes | | N/A | N/A | N/A |
| 306-5-b-ii | | | E5-5, DR 37c-i | i. incineration (hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-5-b-iii | | | E5-5, DR 37c-ii | ii. landfill (hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-5-b-iv | | | E5-5, DR 37c-iii | iii. other disposal operations (hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-5-c-i | | | | iv. energy recovery (hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-5-c | | | | Amount by weight directed to disposal - non-hazardous waste | Tonnes | | N/A | N/A | N/A |
| 306-5-c-ii | | | E5-5, DR 37c-i | i. incineration (non-hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-5-c-iii | | | E5-5, DR 37c-ii | ii. landfill (non-hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-5-c-iv | | | E5-5, DR 37c-iii | iii. other disposal operations (non-hazardous waste) | Tonnes | | N/A | N/A | N/A |
| 306-5-c-i | | | | iv. energy recovery (non-hazardous waste) | Tonnes | | N/A | N/A | N/A |
| | | Indicator number 13 Table #2 of Annex 1 | E5-5, DR 37d | The total amount of non-recycled waste | Tonnes | | N/A | N/A | N/A |
| | | Indicator number 9 Table #1 of Annex 1 | E5-5, DR 39 | Total amount of hazardous waste and radioactive waste generated by the undertaking | Tonnes | | 5,53 | 9,74 | 76,13% |
| | | Indicator number 13 Table #2 of Annex 1 | E5-5, DR 37d | Non-recycled waste ratio | % | | N/A | N/A | N/A |
| | | | | Biodiversity | | | | | |
| | AO9 | | | Total annual number of wildlife strikes per 10,000 aircraft movements | Number/ aircraft movements | | 7 | 5 | -28,57% |
| | | | | EU Taxonomy | | | | | |

ANNEX 4: SOCIAL&GOVERNANCE KPIS

| GRI | G4AO | SFDR | ESRS | INDICATOR | UNIT | PAGE | 2023 | 2024 | ΔN-1 VALUE |
|---------|------|------|----------------------|-------------------------------|--------|--------|--------|--------|------------|
| | | | | Workforce structure MZLZ d.d. | | | | | |
| | | | S1-6, DR 50.a | Total employees | Number | | 230,00 | 229,00 | -0,43% |
| | | | | Number of male employees | Number | | 152,00 | 149,00 | -1,97% |
| | | | | Number of female employees | Number | | 78,00 | 80,00 | 2,56% |
| 401-1-a | | | | Hires | Number | | 19,00 | 17,00 | -10,53% |
| | | | S1-6, DR 50.c | Hires Male | Number | | 13,00 | 11,00 | -15,38% |
| | | | | Hires Female | Number | | 6,00 | 6,00 | 0,00% |
| | | | | Dismissal | Number | | 13,00 | 17,00 | 30,77% |
| | | | | Dismissal Male | Number | | 10,00 | 12,00 | 20,00% |
| | | | | Dismissal Female | Number | | 3,00 | 5,00 | 66,67% |
| | | | | Voluntary departures | Number | | 13,00 | 17,00 | 30,77% |
| | | | | Voluntary departures Male | Number | | 10,00 | 12,00 | 20,00% |
| | | | | Voluntary departures Female | Number | | 3,00 | 5,00 | 66,67% |
| 401-1-b | | | Turnover rate | % | | 11,00% | 14,00% | 27,27% | |
| | | | Turnover rate Male | % | | 7,00% | 8,00% | 14,29% | |
| | | | Turnover rate Female | % | | 4,00% | 6,00% | 50,00% | |
| | | | New jobs created | Number | | 0,00 | 0,00 | 0,00 | |

| GRI | G4AO | SFDR | ESRS | INDICATOR | UNIT | PAGE | 2023 | 2024 | ΔN-1 VALUE |
|-----------|------|------|-------------------|---|--------|------|------------|------------|------------|
| 2-7-b-i | | | S1-6, DR 50-c-i | Number of permanent employees | Number | | 228,00 | 224,00 | -1,75% |
| | | | | Number of permanent male employees | Number | | 152,00 | 146,00 | -3,95% |
| | | | | Number of permanent female employees | Number | | 76,00 | 78,00 | 2,63% |
| 2-7-b-ii | | | S1-6, DR 50-c-ii | Number of temporary employees | Number | | 2,00 | 5,00 | 150,00% |
| | | | | Number of temporary male employees | Number | | 0,00 | 3,00 | 0,00% |
| | | | | Number of temporary female employees | Number | | 2,00 | 2,00 | 0,00% |
| 2-7-b-iii | | | S1-6, DR 50-c-iii | Number of non-guaranteed hours employees | Number | | N/A | N/A | N/A |
| 2-7-b-iv | | | S1-6, DR 50-d-i | Number of full-time employees | Number | | 230,00 | 229,00 | -0,43% |
| | | | | Number of full-time male employees | Number | | 152,00 | 149,00 | -1,97% |
| | | | | Number of full-time female employees | Number | | 78,00 | 80,00 | 2,56% |
| 2-7-b-v | | | S1-6, DR 50-d-ii | Number of part-time employees | Number | | 0,00 | 0,00 | 0,00% |
| | | | S1-7 DR 57b | Total number of non-employees | Number | | N/A | N/A | N/A |
| | | | | a) Number of self-employed people | Number | | N/A | N/A | N/A |
| | | | | b) Number of people provided by undertakings primarily engaged in employment activities | Number | | N/A | N/A | N/A |
| | | | | Non-employees turnover rate | % | | N/A | N/A | N/A |
| | | | | Health and safety MZLZ d.d. | | | | | |
| 403-9-a-v | | | | Hours worked - Annual | Number | | 389.285,00 | 404.332,00 | 3,87% |
| 403-8-a | | | S1-14, DR 88.a | Percentage of own workforce covered by health and safety management system | % | | 100% | 100% | 0,00% |

| GRI | G4AO | SFDR | ESRS | INDICATOR | UNIT | PAGE | 2023 | 2024 | ΔN-1 VALUE |
|-------------------------|------|--|----------------|---|--------|------|--------|--------|------------|
| 403-9-a-i 403-10-a-i | | Indicator #2 in Table III of Annex I of Commission Delegated Regulation (EU) 2022/1288 | S1-14, DR 88.b | Fatalities as a result of work-related injuries and work-related ill health | Number | | 0,00 | 0,00 | 0,00% |
| 403-9-a-iii | | | S1-14, DR 88.c | The number of recordable work-related accidents | Number | | 1,00 | 2,00 | 100% |
| 403-9-a-iii | | | | The rate of recordable work-related accidents | Number | | 0,51 | 0,99 | 94,12% |
| 403-10-a-ii | | | DR 88.d | Cases of recordable work related ill health of employees, subject to legal restrictions on the collection of data; | Number | | 0,00 | 0,00 | 0,00% |
| | | Indicator #3 in Table III of Annex I of Commission Delegated Regulation (EU) 2022/1288 | S1-14, DR 88.e | The number of days lost to work-related injuries and fatalities from work-related accidents, work-related ill health and fatalities from ill health | days | | 3,00 | 35,00 | 1066,67% |
| | | | | Training and development | | | | | |
| 404-3-a | | | S1-13, DR 83.a | The percentage of female employees that participated in regular performance and career development reviews | % | | 90,00% | 85,00% | -5,56% |
| 404-3-a | | | S1-13, DR 83.a | The percentage of male employees that participated in regular performance and career development reviews | % | | 85,00% | 89,00% | 4,71% |
| 404-1-a-i | | | S1-13, DR 83.b | The average number of training hours per female employee | Hours | | 11,5 | 4,5 | -60,87% |
| 404-1-a-i | | | S1-13, DR 83.b | The average number of training hours per male employee | Hours | | 21,9 | 12,7 | -42,01% |
| | | | | Diversity | | | | | |
| 405-1-a-i | | | S1-9, DR 66.a | Number of women at top management level | Number | | 5,00 | 5,00 | 0% |
| | | | | Percentage of women at top management level | % | | 36,00% | 38,00% | 5,55% |

| GRI | G4AO | SFDR | ESRS | INDICATOR | UNIT | PAGE | 2023 | 2024 | ΔN-1 VALUE |
|------------|------|---|----------------|--|--------|------|--|--|------------|
| | | | | % of employees in <30 years old group | % | | 8,26% | 9,17% | 11,02% |
| 405-1-b-ii | | | S1-9, DR 66.b | % of employees in 30-50 years old group | % | | 46,09% | 47,16% | 2,32% |
| | | | | % of employees > 50 years old group | % | | 45,65% | 43,67% | -4,34% |
| | | Indicator number 12 Table #1 of Annex I | S1-16, DR 97.a | Unadjusted Gender Pay Gap | % | | 1,65% | 0,76% | -53,94% |
| | | | | Supplier and payment practices | | | | | |
| | | | DR 33.a | The average time the undertaking takes to pay an invoice from the date when the contractual or statutory term of payment starts to be calculated, in number of days; | Number | | 30,00 | 30,00 | 0,00% |
| | | | DR 33.b | A description of the standard payment terms in number of days by main category of suppliers | Number | | 30,00 | 30,00 | 0,00% |
| | | | DR 33.b | The percentage of payments aligned with standard payment terms; | % | | 98,00 | 98,00 | 0,00% |
| | | | DR 33.c | The number of legal proceedings currently outstanding for late payments | Number | | 1,00 | 0,00 | -100,00% |
| | | | | Business conduct (ethics) | | | | | |
| | | | | Other | | | | | |
| 201 - 1 | | | | Economic value generated and distributed | EUR | | Please see the table at the respective page. | Please see the table at the respective page. | |
| | AO2 | | | Number of aircraft movements | Nb mvt | | Please see the table at the respective page. | Please see the table at the respective page. | |
| | AO1 | | | Number of Airport's passengers | Number | | 3.723,650 | 4.316.619 | 15,92% |
| | AO3 | | | Tons of cargo | tons | | 9.175,636 | 10.995,068 | 19,83% |

| GRI | G4AO | SFDR | ESRS | INDICATOR | UNIT | PAGE | 2023 | 2024 | ΔN-1 VALUE |
|------------------------|------|------|---|---|--------|------|---|------|------------|
| Organizational Profile | | | | Report on the catchment area for passengers and cargo originating in the vicinity of the airport. | Text | | Please see the disclosure at the respective page. | | |
| | | | | Size of airport (km2); | km2 | | | | |
| | | | | Number and length of runways, stating whether they are primary or crosswind runways; | text | | Please see the disclosure at the respective page. | | |
| | | | | Minimum connection time between flights at the airport; | min | | | | |
| | | | | Number of operations; | number | | | | |
| | | | | Number of airlines served during reporting period; and | number | | | | |
| | | | Number of destinations served during reporting period | number | | | | | |
| | A08 | | | Physically and Economically Displaced (both) | Number | | 0,00 | 0,00 | 0,00% |

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 International Zagreb Airport, Jsc. with the support of
 The Croatian Institute for CSR (IDOP)

PROOFREADING:
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PHOTOGRAPHS:
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