Sustainability Update

2025

Schiphol Group

Contents

Introduction

The airports of RSG are a home for world travelers, but a lot more than that too. We keep people, products and ideas moving, from high-tech chips to everyday products on your kitchen table. In doing so, we connect the Netherlands with the world and create jobs, encounters, and opportunities across the country.

Above ground we see planes taking off and landing, but there is also a world behind and below it: systems that send baggage and goods on their way, cooling facilities that safeguard vital medicines and thousands of people working on cleaner fuels, smarter logistics and safety.

Where once there was marshland, there are now airports connecting the Netherlands with the world. The airports of RSG keeps our country moving and help make a small nation great, an icon and a Dutch success story to be proud of.

For over a hundred years, RSG's core task has remained unchanged. We are the place in the Netherlands where travelers can depart or arrive with the airline of their choice in a fast and pleasant way. The airports of RSG connect cultures, families, holidaymakers and business travelers and contribute to broader prosperity. RSG aims to ensure that future generations can enjoy the same travel opportunities as current generations. This requires all stakeholders to take the necessary steps to safeguard our planet.

RSG recognizes the serious risks associated with climate change and is actively working to reduce its direct and

indirect impact, even though it is difficult to make the aviation sector (RSG's scope 3) more sustainable in the short and medium term. RSG closely follows relevant scientific updates and developments in relation to climate change to ensure RSG's sustainability strategy remains up to date.

Sustainability is at the core of RSG's vision and strategy. RSG endorses the objectives of the Paris Climate Agreement as well as the European Aviation Roadmap Destination 2050 (please refer to chapter Scope 3 developments for more information on Destination 2050). Greenhouse gas (GHG) and non-CO_2 emissions represent the biggest environmental impact in RSG's value chain. The relevant impacts are the result of aviation-related activities (e.g. the use of Jet A-1 fuel for outbound flights). Reducing emissions is central to our approach, also because shifting from fossil fuels to other energy sources goes hand in hand with reducing other emissions such as nitrogen (NOx), Ultra Fine Particles (UFP), and non-CO_2 climate forcers.

For over 50 years, RSG has worked on sustainability plans and measures, ultimately leading to an integrated sustainability strategy combining all sustainability topics, instead of separate strategies, followed by a detailed roadmap in 2019: a 10-year action plan outlining what's needed to achieve our 2030 goals. In 2022, we refined this strategy and roadmap (known as Sustaining Your World (SyW)) and continued to execute on this strategy. Every year, RSG reports on the sustainability performance in its integrated annual report. In February 2025, RSG published its first Sustainability Statement with limited assurance from our external auditor, in line with the EU Corporate Sustainability Reporting Directive (CSRD) and EU Taxonomy. Our annual report 2024 can be found on RSG's website.

RSG is making its own processes and assets more sustainable and is playing an active role in reducing CO_2 emissions within our value chain. For Scope 1 and 2, we are on track to meet the global average reduction pathway for 1.5°C. RSG will continue the emission reduction work in Scope 1 and 2 and is actively working with our stakeholders to reduce Scope 3 emissions.

Collaboration with partners and suppliers, as well as the full engagement of our people, is essential to achieve lasting results. Our role in furthering sustainability has shifted from facilitating to collaborating and guiding or – where possible – even directing. We encourage suppliers to improve their impact on social and environmental topics across the entire value chain. As sector partners, we must all support each other as we work towards our wider goals. The growing alignment between our sustainability goals and those of our business partners is encouraging and helpful.

Understanding the regulatory framework

An assessment of RSG's sustainability plans cannot be properly conducted without considering the applicable regulatory framework. It must be emphasized that a coordinated airport cannot decide on its own environmental restrictions but RSG is nevertheless doing whatever it can and what is reasonably possible to lower its own emissions and to support and incentivize emission reductions among partners in the value chain. The Dutch State, represented by the Ministry of Finance, is the majority shareholder in RSG, and the Ministry of Infrastructure and Water Management determines - partly based on international laws and regulations - the regulatory framework within which RSG operates. This regulatory framework strongly influences RSG's obligations and possibilities in the context of its sustainability strategy.

Within the context of climate change, the most relevant international regulatory sources are: European Climate Law, Fit for 55, EU Slot Regulation, RefuelEU Aviation Regulation, Alternative Fuels Infrastructure Regulation, Air Services Regulation, Trans-European Transport Network (TEN-T) and EU ETS. At the national level, the Dutch Aviation Act governs the activities and environmental capacity of Dutch airports, including through airport zoning decrees, traffic decrees and operational decrees. To further illustrate, RSG describes how some of these regulations define its sustainability plan in the next two paragraphs.

Optimal use and RSG's limitations with regard to capacity

The Dutch Aviation Act includes for RSG, with regard to Amsterdam Airport Schiphol ("Schiphol"), a so-called "optimal use" (of the airport and its capacity) obligation, which means that RSG is required to maintain the availability of its infrastructure and assets for aviation activities.

Following the EU Slot Regulation and the Dutch Slot Allocation Decree, coordinated airports, such as Schiphol, are legally obliged to set their capacity declaration in line with the available capacity as determined by the government to ensure the most efficient use of airport capacity. Airport slots, required for airline operations to enable the use of airport infrastructure and related services, are then allocated by an independent governmental slot coordinator (Airport Slot Coordination Netherlands). Also, legislation and court decisions require RSG's airports to declare the available amount of (environmental) capacity, expressed in slots. Under the current regulatory framework, RSG emphasizes that it is not allowed to unilaterally limit the available environmental capacity. Amendments to the airport's environmental capacity can only be made by the government, in compliance with EU law (e.g. the Balanced Approach Regulation and the Air Service Regulation) and international law (e.g. EU Open Skies), generally requiring a procedure and a decision by the EU Commission to implement measures proposed by EU Member States.

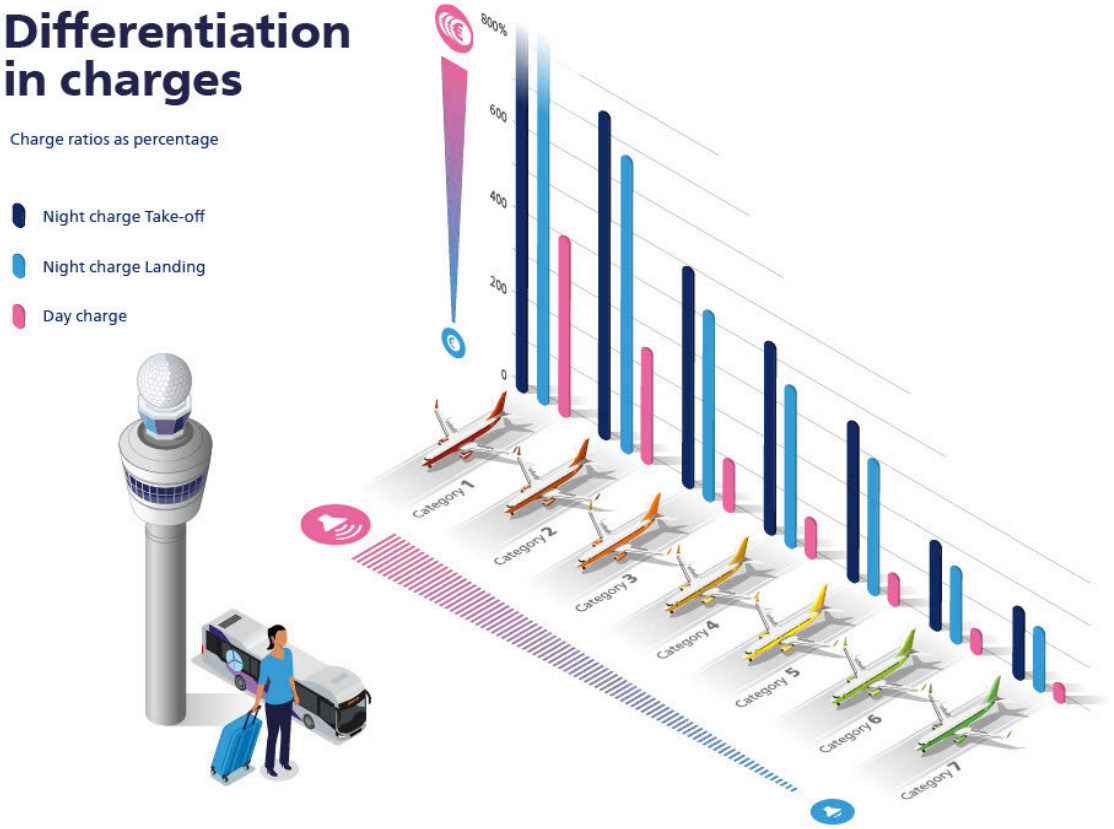
Furthermore, EU internal market rules hold as a principle the freedom of airlines to determine the destinations of their air traffic services. This principle has been confirmed in EU case law.

Due to the combination of the above-mentioned legislation, RSG is obliged to declare the available environmental capacity as determined by the government.

Cost-based airport charges as an incentive for sustainability

The Dutch Aviation Act allows Schiphol to differentiate their (overall) cost-based airport charges, as long as individual charges remain "reasonable", bound by specific reasons of public interest. In its airport charges structure, RSG regularly seeks to maximize incentives, where and to the extent possible, for airlines to invest in best-in-class aircraft from a sustainability perspective.

As an airport operator, RSG rewards airlines operating the cleanest and quietest aircraft on the market by embedding a strong sustainability element in our differentiated airport charges. At Schiphol, the noisiest (and usually least fuel-efficient with therefore more accompanying CO_2 emissions) aircraft pay landing charges that are up to five times higher compared to those paid for by the latest generation of aircraft. In addition, since April 2022, the airport charges at Schiphol include a charge for NOx emissions in the landing and take-off (LTO) phase. This sustainability element has been included in the charges for some years now and has been further strengthened as of 1 April 2025. This differentiation will be further sharpened in the charges for 2026 and 2027 as part of the statutory three-year charges period 2025-2027. Hereby following a policy to continuously stimulate airlines to invest in quieter and more fuel-efficient aircraft. Also in the latest airline consultation procedures, Schiphol expressed its intention to continue this policy when revising the airport charges in the future. Eindhoven Airport and Rotterdam The Hague Airport also differentiate their airport charges. **New charges funding better quality and less noise at Schiphol**.

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Scope 1 and 2 developments

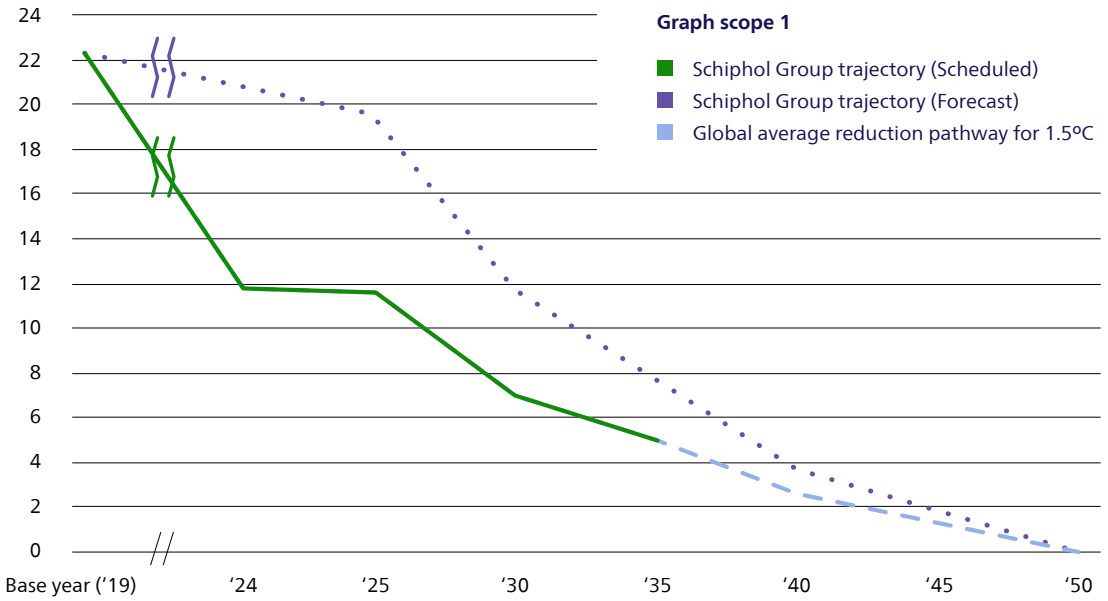
RSG's goals in relation to Scope 1 and 2 have not changed since the publication of SyW in 2022. RSG is committed to achieving our target of ≥ 90% reduction of Scope 1 and 2 in 2030 compared to 2019, and zero Scope 1 and 2 emissions in 2050. RSG is on track in realizing the planned reduction trajectory for Scope 1 and 2 emissions, as visualized in the graphic for Scope 1 emissions. In this graph the 'Schiphol Group Trajectory' represents the current performance and the impact of the planned projects for the coming years. RSG aims to keep the electricity consumption for its own activities at 200GWh per year. Energy reduction and efficiency measures are key, as is awareness and behaviour. RSG has thus set an ambitious target to reduce its Scope 1 and 2 emissions.

RSG engages external validators to review its CO_2 commitments and performance. In 2023, the Science Based Targets initiative validated both near- and long-term net-zero targets, making Schiphol the first major airport globally with a validated long-term science-based ambition. On top of that, Schiphol, Eindhoven Airport, and Rotterdam the Hague Airport (RTHA) achieved Level 5 of the Airports Council International Airport Carbon Accreditation in 2023, based on the carbon footprint of 2022, aligned with ISO Net Zero Guidelines (IWA 42:2022). This accreditation was achieved based on the active role our airports are taking in reducing Scope 1 and 2 emissions to net zero and by providing an evidence-based Scope 3 roadmap, with key airport stakeholders. Level 5 is the highest possible level of the ACI Accreditation, and reflects our commitment to doing everything we can to achieve emissions reductions. Lelystad Airport is preparing its first full CO_2 footprint under the same framework.

Compensation for the remaining Scope 1 emissions

RSG currently takes the additional step of neutralizing its remaining Scope 1 emissions through annual carbon removals, while continuing efforts to further reduce these emissions. The carbon removal that RSG has decided to invest in is a nature-based reforestation project in Tanzania, converting over 10,000 hectares of degraded grasslands into forest. The project is certified under the Verified Carbon Standard and the Climate, Community & Biodiversity Standards, ensuring proper monitoring and delivering socio-economic and biodiversity benefits to local communities and nature. An overview of our purchased carbon removals is presented in the table.

Furthermore, within the TULIPS program, RSG has a demonstration near the Polderbaan in which biochar is used as a method of carbon removal. Currently, RSG is measuring carbon sink efficiency by sampling the soil before and after the addition of biochar. This experiment is led by the Polytechnic University of Turin and is being replicated near Turin Airport and Larnaca Airport in Cyprus to compare the carbon-retaining properties of different soils and climates.



Carbon removals[1]

	2024	2023	2022
Total amount of carbon credits outside value chain that are verified against recognised quality standards and cancelled	~10,500	11,000	14,000
Total amount of carbon credits outside value chain planned to be cancelled in future	0	0	0
% of reduction projects	0%	0%	0%
% of removal projects	100%	100%	100%
% for recognised quality standard	100%	100%	100%
% issued from projects in European Union	0%	0%	0%
% that qualifies as corresponding adjustment	n/a	n/a	n/a

1) Carbon removals are purchased with a one-year delay, following the finalization of Scope 1 and 2 emissions.

Our main principle is to upgrade assets in line with our sustainability goals at a logical moment in time. For buildings that still run on natural gas, the gas installation will be removed when the asset is renovated. RSG executes projects in an integrated way, replacing, maintaining and/or updating the assets in line with sustainability requirements. RSG applies LEED certification for new terminal buildings and BREEAM certification for new commercial properties.

Renewable electricity to facilitate energy transition

Since 2018, all RSG airports in the Netherlands have been powered by newly built Dutch wind farms, both onshore and offshore. RSG has a long-term power purchase agreement (2018–2032) with its electricity supplier, Eneco, for a contracted volume of 200 GWh (Scope 2). This agreement includes Guarantees of Origin (GoO) certificates for all electricity used in RSG's own operations, ground operations at airside, and all buildings leased by RSG to third parties.

RSG expects increased demand for electricity at its airports over the coming decade, driven by the shift away from fossil fuels in both Scope 1 and Scope 3. Schiphol Airport owns and operates its own energy grids, which must be strengthened to provide sufficient capacity for this energy transition. The grids at the regional airports face similar challenges.

For Schiphol, RSG has a master plan for the power grid in place to deal with grid congestion now and in the future, ensuring that RSG can support the shift to electricity and

move away from fossil fuels. RSG applied for additional grid capacity at Schiphol several years ago. These efforts were successful and led to the investment in a new high-voltage substation at Schiphol Centre, the upgrade and replacement of other substations, and the installation of a new cable network. Work on the substations and network began in early 2024. The new high-voltage substation will be integrated into the surrounding environment. Most of the structure is covered by an 11-metre-high dome, over which herbs, shrubs, and trees will grow: **New high-voltage substation facilitates further electrification at Schiphol**.

RSG regularly publishes updates on its progress in reducing Scope 1 and 2 CO_2 emissions, while monitoring and refining its sustainability plan. RSG has already addressed the quick wins and is now focusing on several multi-year activities, such as the following projects:

- **Schiphol and BAM making Pier E more sustainable on the way towards a gas-free airport**. RSG and BAM are upgrading Pier E to eliminate gas use by 2030. The project includes replacing gas-powered heating systems with electric heat pumps and connecting new air conditioning units to the underground thermal energy storage system. This transition significantly reduces the airport's CO_2 emissions and supports RSG's goal of making most its buildings gas-free.
- **Rotterdam The Hague Airport opened a solar park of approximately 7.7 hectares**. The solar park provides approximately 14 GWh on a yearly basis, which is three times the energy requirement of the airport. RTHA uses GVOs and remaining ones are sold by Eneco. In addition to this solar park, RTHA has installed solar panels on multiple roofs.

Airport facility improvements

In 2024, Schiphol announced that between 2024 and 2029, it will invest 6 billion euros to improve the airport facilities. Important aspects of the airport infrastructure – including Pier C, the baggage basement, climate control systems, escalators, aircraft stands and taxiways – are due for major maintenance or renewal. Pier A will be completed and new construction projects, such as the new baggage basement, will begin. In addition to improving the infrastructure and the service to passengers and airlines, these investments will contribute to improving the health, safety and working conditions of employees involved in airport operations.

Scope 3 developments

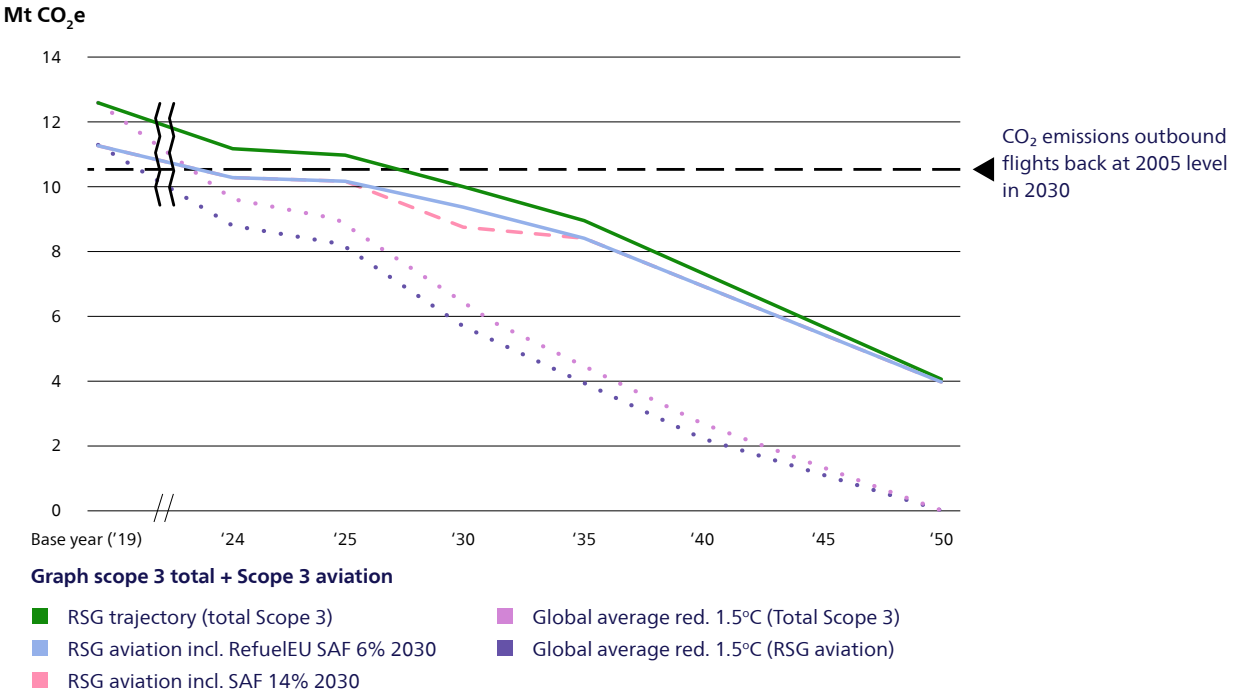
RSG aims to be net-zero in relation to its entire Scope 3 emissions by 2050. RSG actively partners with its stakeholders to reduce Scope 3 emissions to stimulate and support decarbonisation efforts in their value chain. This particularly concerns airlines, suppliers, main contractors, and commercial and operational business partners. Besides CO_2 emissions due to aviation, there are also CO_2 emissions because of surface access, materials, waste and construction activities, energy consumption of third parties and RSG's international participations. While RSG supports the aviation sector in reducing emissions where possible, RSG does not have direct control over decisions taken by our partners in the value chain. In this regard, it must be noted that the aviation sector operates in an international regulatory framework, kerosene emissions are the largest contributor to RSG's Scope 3 emissions, totaling 94%. The graph shows the reduction path for RSG's Scope 3 emissions. The hard-to-abate nature of aviation results in a different reduction pathway with the aim of eventually reaching net-zero CO_2 emissions by 2050.

The Destination 2050 initiative is a roadmap to realise net-zero carbon emissions by 2050 for air traffic in and departing from Europe. It demonstrates that net-zero aviation by 2050 remains within reach through a combination of improvements in aircraft and engine technologies; rolling out Sustainable Aviation Fuel (SAF); optimising air traffic management and aircraft operations; and economic measures. This has been endorsed by all major players within the aviation sector, including airlines, airports, aerospace manufacturers and air navigation service providers. In 2025, Destination 2050 has been updated. RSG has been a key player in the development of Destination 2050.

RSG takes an active role in the value chain to achieve global sustainability objectives. RSG accelerates its efforts where possible within the (inter)national ecosystem consisting of multiple parties like governments, investors, fuel suppliers, OEMs, knowledge institutes and airlines.

The supply for SAF is sufficient for the current ReFuelEU blending mandate. Decarbonisation requires timely scale-up of critical technologies (e.g., hydrogen, carbon removals) and CO_2 reductions via Sustainable Aviation Fuels (SAF) uptake. Given the significant challenges in upscaling these solutions, RSG supports and stimulates its partners in the value chain with the reduction of these emissions.

The Dutch aviation sector, some knowledge and research institutes and the Ministry of Infrastructure and Water



Graph scope 3 total + Scope 3 aviation

Management launched the Agreement on Sustainable Aviation (Akkoord Duurzame Luchtvaart) in 2019. Two of the main shared goals are keeping emissions from outbound flights below 2005 levels by 2030 and zero emissions ground operations by 2030. The agreement was finalized in November 2020 when the government concluded the Aviation Memorandum 2020-2050.

Short term developments

In the short term, the following measures are available to reduce emissions:

- **Blended SAF:** SAF is not 100% sustainable, but it is a more sustainable alternative to fossil fuels, emitting 70% to 90% less CO_2 compared to a fossil fuel like kerosene. At Schiphol, there was a 3.4% SAF blend rate in 2024, which is higher than the required 2% under the RefuelEU Aviation Regulation in 2025 and one of the highest percentages among airports worldwide.

  RTHA has set an additional minimum target of 8% to help achieve the Dutch aviation sector's more ambitious goal of 14% by 2030. To accelerate progress, RTHA raised its 2024 target by an extra 2%, viewing the Regulation's percentages as minimum requirements. The intention was that this would be followed by annual increases of at least one percentage point until 2030, resulting in a total additional increase of at least 8% on top of the statutory 6%. However, the European Commission has objected to this approach, arguing that a higher percentage uptake is not permitted under RefuelEU, as in its view this could distort a level playing field. Additionally, RTHA offers passengers the opportunity to purchase SAF through the **'Fly on SAF' tool**, in collaboration with SkyNRG and CHOOOSE. This concerns a pilot. After evaluation, RSG will determine whether this will be implemented at the other airports of the group as well.

- **Fleet renewal:** Supporting improvements in technology to increase aircraft efficiency, for example, through differentiated airport charges at Schiphol, Eindhoven Airport, and RTHA as an incentive for fleet renewal and a more sustainable taxiing pilot.

- **Airspace management:** RSG supports the Single European Sky initiative, which contributes to reducing aviation emissions through more efficient routing. At national level, improvements to Dutch airspace are also being investigated.

- **Pricing mechanisms:** ICAO's CORSIA, the EU ETS, and the Dutch air passenger tax all put a price on carbon emissions, reflecting the external costs of aviation. ETS and CORSIA also provide a cap on CO_2 emissions. The total quantity of EU ETS allowances decreases over time, which may lead to an increase in the price of emissions. As airlines may incur higher costs, these instruments are designed to incentivize in-sector emission reductions. The actual reduction follows the

abatement curve, as emitting companies are allowed to trade the remaining allowances. In 2024, 78% of departing flights from Schiphol went to a country in the European Economic Area, Switzerland, or the UK. These flights are covered by the EU ETS. The remaining 22% went to countries not covered by the EU ETS and are covered by CORSIA.

- **Operational improvements and improving air quality**
  - **APU usage:** RSG submitted an action plan, incorporating input from partners at the airport, to the Human Environment and Transport Inspectorate (ILT), aimed at reducing the use of auxiliary power units (APUs) by aircraft parked on the apron. RSG considers reducing APU use a priority, given the concrete improvement it brings to healthy working conditions for apron workers. It also contributes to reducing CO_2 emissions from aviation as a whole, as it lowers fuel consumption from aircraft on the ground. **Action plan targets reduced auxiliary power unit (APU) use by stationary aircraft at Schiphol**.
  - **More sustainable taxiing:** RSG is working with a consortium to advance the operational roll-out of more sustainable taxiing at Schiphol. Partners include Corendon, dnata, KLM, LVNL, Swissport, Transavia, TUI, and Viggo. While the ambition to eliminate avoidable taxiing-related emissions remains unchanged, the consortium has updated its strategic roadmap to scale up sustainable taxiing through 2030. These efforts build on insights from earlier showcases with two TaxiBots – special towing vehicles owned by Schiphol – with trials in 2020, 2022, and 2024. In 2025, RSG acquired four electric TaxiBots as the next step in the energy transition. Under the EU-subsidized HERON consortium, which aims to reduce CO_2 emissions from airport operations, RSG successfully established sustainable taxiing as a SESAR (Single European Sky ATM Research and Development) solution.

Longer term developments

In the longer term, R&D and the upscaling of both (synthetic) SAF and radical new technologies – such as hydrogen and electric propulsion – are required. These have a longer time to market than expected, and uncertainty around offtake agreements, political developments (including laws and regulations), and lack of investment certainty affects the feasibility of a clear reduction pathway. Electricity and hydrogen require totally new airport concepts. Airports will transform into energy hubs. Because of this big impact on airports, we are fortunate to have a mix of airports in RSG, on a relatively short distance. The network of airports is crucial to test and learn together with partners. And test and learn about the necessary safety regulations.

At RTHA and Lelystad Airport, charging areas for electric aircraft are available. Airport charges are waived for electric aircraft at RTHA. PowerUP is the living lab in the Netherlands for electric flying. It is studying the feasibility

of flying on electricity and looking at the possibility of a network between various regions in Europe. Pilots with unattended charging of electric aircraft took place in Rotterdam.

A liquid hydrogen fueling station is available at airside to enable hydrogen-powered flights. RTHA plays a key role in the EU-funded ALBATROS and **GOLIAT** projects, which develops safe technologies for liquid hydrogen use in aviation. Alongside Stuttgart and Lyon airports, RTHA will host pilot schemes. Furthermore, Schiphol is the first major airport to pilot hydrogen-powered ground vehicles, including a tow tractor and a Toyota prototype, supported by a temporary refueling station, advancing toward emission-free ground operations by 2030. **World first at Schiphol: airport tests the first hydrogen GPU.**

Influencing other Scope 3 emissions not related to use of aircraft

Since most emissions fall under Scope 3, collaboration with partners and suppliers – as well as full engagement from our people – is essential to achieving lasting results and driving systemic change. Our role in advancing sustainability has evolved from merely facilitating to actively collaborating, guiding, and even directing. We encourage suppliers to improve their social and environmental impact across the entire value chain. As partners, we must all support one another in working toward our broader goals. The growing alignment between our sustainability ambitions and those of our business partners is both encouraging and valuable.

High standards in supplier and procurement practices are essential for operational excellence and ethical conduct. They also help build trust among stakeholders, including suppliers, partners, employees, and the broader community. RSG has implemented a Code of Conduct, an integrity reporting line, a Supplier Check-in document, and a Supplier Code to ensure responsible practices throughout its partnerships. These requirements are mandatory for all contracts and procurement activities carried out by RSG, applying to all suppliers and tenderers.

RSG is aware of the current and upcoming challenges related to this topic. RSG will invest €6 billion over the next five years, which will require significant procurement efforts and involve many suppliers. To manage potential supply chain disruptions – both in resources and materials – RSG is developing a new sourcing framework to prevent delays and leverage market expertise. We use GSES to monitor the sustainability performance of our largest suppliers. In 2025, RSG will assess the implications of the upcoming Corporate Sustainability Due Diligence Directive (CSDDD), which will apply to RSG starting in 2028.

RSG plays an active role in the trade organization Airports Council International, providing the vice-chair of the Environmental Strategy Committee for ACI Europe and holding membership in the same committee at the global level. Additionally, RSG is active in the Environmental Committee of ICAO, the UN body for civil aviation.

These international positions help expand our network and strengthen our ability to drive progress in environmentally responsible aviation.

Also, in relation to non-aircraft use RSG regularly publishes updates on the progress of its sustainability efforts, particularly regarding the reduction of Scope 3 emissions. This includes monitoring, revising, and maintaining transparency around its sustainability plan. RSG highlights the following (non-exhaustive list of) examples in the table:

Scope 3 Category	(Non-exhaustive list of) examples
1. Purchased goods and services	We apply circular economy principles where possible: in the design (i.e. modular) and in reusing, recycling and even upscaling. One of our products is the concrete hub, and currently we're working on expanding this to a product hub. We are reducing our emissions of construction activities. Together with its business partners, RSG is exploring ways to enable emission-free construction. RSG and partners are currently testing equipment with zero CO_2 emissions during construction projects. In support of this ambition, RSG and many construction companies have signed the 'Clean and Emission-Free Building Covenant' (**Convenant Schoon en Emissieloos Bouwen**). **Schiphol opens own concrete recycling facility**. Schiphol opened its own concrete recycling facility. Here, concrete from renovation and maintenance projects is crushed to make new concrete or foundation material, in collaboration with Heijmans and VolkerWessels Infra Schiphol. The material is then reused in construction projects at the airport. This circular solution contributes to Schiphol's goal of becoming a waste-free airport by 2030. By processing and recycling concrete on their own grounds, the airport saves approximately 80,000 transport kilometers and the associated CO_2 emissions every year. In regards to circular construction, RSG also refers to this publication: **Circular construction at Schiphol: BAM building checkpoint using demolition waste**.
2. Capital goods	In 2023 we started implementing GSES, an online tool we use to assess our partners and suppliers and encourage them to become more sustainable. In several contracts membership to GSES is already implemented. **GSES System (gses-system.com)**.
3. Fuel and energy related activities	The well-to-tank emissions are directly related to the emissions in Scope 1 and 2. We expect a decrease because of the expected reductions in Scope 1.
5. Waste generated in operations	For operational streams we focus on reduction of residuals and better separation, in order to reuse and upcycle materials. By working via the waste hierarchy, we are able to lower our environmental impact, together with airlines, food & beverage concessionaires and other stakeholders.
6. Business travel	We offset the CO_2 emissions of all business trips. Besides offsetting, we participate in the KLM corporate SAF programme. The aim of this programme is to stimulate the demand for SAF. Train is the default way of transportation for short distances and online Teams meetings are more common since Covid-19.
7. Employee commuting	Employees are incentivized to use the cleanest way of transportation. Cycling to work is made financially attractive. A bike-lease programme is also available. Employees have public transport cards to use for commuting.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Category	(Non-exhaustive list of) examples
11. Use of sold products - Ground operations	Zero emissions ground operations by 2030 is a shared goal of the Dutch aviation sector. For the electrification of its ground operations, RSG has initiated several projects to facilitate business partners in switching to zero-emissions ground handling equipment. These projects are carried out between 2021 and 2030. The Dutch government has decided to restrict the number of ground handling companies at Schiphol airport for baggage and ramp handling activities. The current open market for these activities will be replaced by a model where Schiphol will award concessions to three ground handling service providers to perform these regulated activities after following a public tender procedure. This tender allows Schiphol to set requirements for the tenderers to minimize emissions and impact on air quality, i.a. by setting zero emission targets to specific types of Ground Support Equipment. Publication of the tender is expected in Q4 2025. a. **Super battery being tested at Schiphol: a world first at the airport**. RSG and its partners are testing an Iron Flow Battery. The battery will be supplying the electric Ground Power Units (e-GPUs) on the A/B-apron with electricity. The e-GPUs provide power to parked planes at locations with no fixed electricity supply. In this battery we were able to store a large amount of electricity. With this extra storage, we relieve the overloaded energy grid and have a consistent substantial supply of power for our electric equipment. We are evaluating the test results. This reduces CO_2 emissions. The battery uses iron and salt water - safer, widely available materials - and maintains capacity for up to 20 years. It's part of RSG's goal to make ground operations fully emission-free by 2030. Fuel generators at Schiphol are being replaced by 30 new electric Ground Power Units (e-GPUs), and the use of more electric systems that provide fresh air on board (PCAs) are being introduced — important steps towards emission-free ground handling at the airport. **New electric equipment for parked planes at Schiphol**. While RSG and its business partners are transitioning towards electric and hydrogen-powered equipment, HVO100 is the default transition fuel at our Dutch airports. HVO100 is the default fuel at airside at our Dutch airports. It is a renewable alternative to diesel and made artificially without the use of fossil resources. The properties of HVO100 are comparable to those of GTL and fossil diesel, so modifications to the diesel engines are not necessary. Using this fuel means a 98% reduction in CO_2 emissions
11. Use of sold products - Surface access	Surface access includes passengers travelling to and from the airports, commuter traffic of third-party employees and trucks. ■ **Schiphol and Arriva introduce electric buses for P3 long-term parking.** RSG and Arriva introduced new 18-meter electric buses for P3 Long-Term Parking, replacing older models, that used HVO100. These zero-emission buses offer more space for passengers and are primarily charged by using solar energy from panels on the P3 garage roof. We electrified golfcarts (at parking lot P3), and busses connecting parking lots and hotels with the terminal ■ The Schiphol Airport business park will be an emission free area from 2026 onwards. This will affect all third parties in the business park and reduce cargo emissions. See link, **Schiphol | Landside Access Policy for Vehicles.** **RSG to significantly expand number of electric charging points in coming years.** RSG will install up to 10,000 new charging stations for electric vehicles by 2030, spread across the various RSG airports. As part of this, all vehicles will be electric: from ground handling to hotel shuttles and everything in between RSG has currently placed over 600 EV charging locations, 200 'old EV charging stations renewed'. Summing a total investment of (4.2 million investment).
11. Use of sold products - De-icing aircraft	Continuous activities to lower de-icing fluids, together with partners.
13. Downstream leased assets	RSG informs parties located on our premises about the energy transition and its potential impact on their business operations. Sustainability requirements are included in all new and renewed ground lease agreement.
15. Investments	Our Dutch and International Participations set own ambitions and goals in line with RSG ambitions.


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Non-CO_2 emissions of aviation

Non-CO_2 emissions such as NOx, soot, oxidized sulfur, and water vapor, which occur at high altitudes, may also contribute to global warming. These emissions, along with induced contrails, can have both warming and cooling effects on the climate. Although such emissions remain in the air less long than CO_2, their net impact seems to contribute to positive (warming) radiative forcing.

CO_2 emissions are estimated to account for approximately one-third of aviation's total climate impact. However, reliable estimates at the airport level are currently lacking and therefore non-CO_2 emissions have not yet been quantified. Furthermore, additional research is needed to determine the best approach for addressing the climate impacts of non-CO_2 emissions. In the absence of a baseline and calculation methods, RSG has not explicitly included non-CO_2 emissions in our target.

However, RSG's net-zero carbon target for 2050 will also contribute to a reduction in non-CO_2 emissions. For example, SAF in itself has zero aromatic content, resulting in fewer soot particles and reduced contrail formation. SAF also eliminates SO_x emissions, which further decreases the potential for contrail development. Similarly, since 2022, RSG has applied a specific NOx charge within the landing and take-off fee within the airport charges structure of Schiphol and Eindhoven Airport, encouraging the use of cleaner aircraft engines that emit less NOx and thereby reducing overall NOx emissions. This also positively impacts the reduction of non-CO_2 emissions. Lastly, RSG is actively involved in further research and potential mitigation measures for non-CO_2 emissions.

RSG notes that airlines will report non-CO_2 emissions for flights under the EU ETS for the first time in 2025. The European Commission and the aviation sector will use these reports as a learning opportunity. Given the early stage of this reporting, no EU ETS allowances are currently required for non-CO_2 emissions.

RSG and its partners are also working to reduce both CO_2 and NOx emissions from aircraft and ground vehicles. This includes offering free clean-power plugs at the gates, eliminating the need for auxiliary engines, and promoting sustainable taxiing. We also encourage the use of electric cars, buses, and taxis to further reduce emissions.


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Schiphol
Welcome to Amsterdam Airport
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Schiphol
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Advocacy and climate contributions

RSG undertakes various other activities aimed at positively contributing to climate change mitigation. These have a more indirect impact and therefore do not qualify as direct CO_2 reduction measures. Without being exhaustive, RSG highlights the following advocacy activities and climate contributions:

- RSG conducts the following advocacy activities to reduce the impact of aviation:
  - **Expansion of EU ETS:** RSG advocates at the European Parliament and Commission to expand the EU ETS to include intercontinental flights. Currently, climate-related external costs make up only a small part of the ticket price. Expanding the EU ETS would result in a cap on emission and compensation for emissions from intercontinental flights by purchasing EU ETS allowances.
  - **Increased use of SAF:** To promote the use of SAF, RSG supports investments in production capacity and a favorable investment climate. The cost gap between SAF and kerosene still limits its uptake, but RSG advocates earmarking EU ETS or passenger tax revenues to help reduce SAF costs and increase its adoption.
  - **Passenger tax:** Ahead of the Cabinet Agreement published in May 2024, RSG pleaded for a distance-based air passenger tax, which will be introduced in 2027. RSG supports the measure for its contribution to a cleaner Schiphol and improved climate but urges the Cabinet to earmark (part of) the tax revenues for sustainable aviation.
  - **Attempted reduction of flights:** When the government in 2022 and 2023 sought to reduce the allowed number of flights, RSG did not advocate against this decision, nor did it oppose this decision before the court. This marked the first time a government had ever attempted to reduce the number of flights at a major airport.
  - **Advocated against a new runway:** RSG actively advocated for the cancellation of the reservation for the parallel Kaagbaan runway, and with success: the plan to construct this new runway, for which land had been preserved for twenty years, was ultimately cancelled.
  - **Reducing private jets and small business aviation:** Since 2023, RSG has further reduced the permitted number of these types of flights in its capacity declaration.
  - **Proposed night curfew:** As part of the Balanced Approach Procedure, RSG proposed a night curfew. However, the government chose alternative measures: capping night movements at 27,000 and banning noisy aircraft types. These measures have now been adopted in government legislation, which Schiphol complies with in its airport operations.
- RSG undertakes the following projects which have a positive climate contribution:
  - **SAF Support:** AMS has paid a SAF incentive to airlines to stimulate SAF use. This incentive is funded from commercial income, not airport charges (€15 million, 2022–2024).
  - **SAF Support:** RSG was an early co-investor in SkyNRG's SAF refinery and financially supported Dutch start-ups Zenid and Synkero, which focus on synthetic kerosene via direct air capture (€5 million).
  - **SAF Support:** Since 2013, RSG has financially supported the KLM Corporate SAF programme to help grow the SAF market. RSG receives SAF credits but does not claim the emission reduction in Scope 3 (approx. €300,000).
  - **TULIPS programme:** RSG participates in the EU-funded TULIPS project (2022–2026), which aims to accelerate the implementation of innovative and more sustainable technologies to reduce emissions at airports in line with the European Green Deal. With €25 million in funding and €7 million own investments for all 32 partners, the project targets zero-emissions and zero-waste airports by 2030 and net-zero aviation by 2050. This has been a major innovation project, coordinated by RSG and in which RSG will invest €2,5 million to test

17 solutions, such as reducing vehicle emissions, testing electric and hydrogen aircraft charging facilities, and improving circular material use.

- **Food & Beverage and retail:** New contracts between RSG and business partners active in the commercial area include a sustainability clause. Business partners are required to comply with an obligation of result in line with the commercial sustainability strategy: 100% reduction in Scope 1 and 2 emissions, 55% reduction in Scope 3 emissions, and waste reduction. For existing contracts, conversations have started to align with these strategic goals. A new core retail category partner – responsible for around 40% of retail revenues – was selected, now including a sustainability clause. Additionally, Schiphol serves as 'test ground' for sustainable pilots, such as Burger King's vegan month and the vegetarian Zwamcijs as an alternative to the traditional sausage bread.

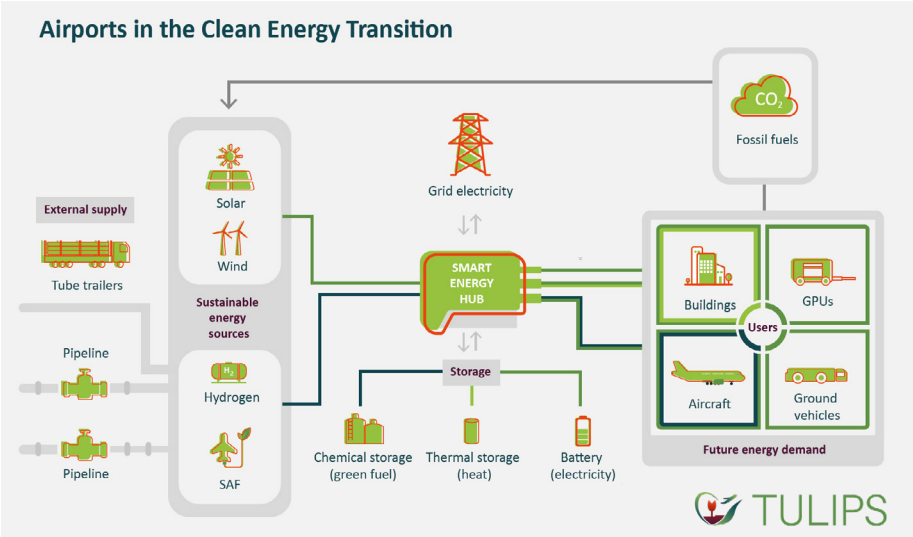
- **New food and beverage covenant:** This covenant with our Schiphol concessionaires was a highlight in 2024. Schiphol engaged its retail partners in its circularity ambitions, collaborating to set targets for reducing the environmental footprint of food and beverage items served at the airport. Together, we aim to expand plant-based food options and reduce packaging waste. Since many concessionaires operate at multiple airports, we hope this development will also have a positive impact beyond the Netherlands. Some key concrete measures in this respect include the development of the Sustainable Food Route with partners like Avolta, Vermaat, Burger Food Group, and De Koffiejongens, as well as the introduction of green store guidelines for Retail Horeca Service renovations using alternative materials. RSG is also increasing the presence of local and sustainable entrepreneurs, such as Loaf, and has launched a €1 million acceleration fund to support these efforts.

Carbon accounting

The GHG Protocol Corporate Standard categorizes emissions as Scope 1, Scope 2 or Scope 3. Scope 1 emissions result from owned or controlled sources, such as the heating of our buildings. Scope 2 emissions result from electricity purchased for our operations. Scope 3 emissions are all indirect emissions occurring in our value chain, including aircraft emissions and surface access emissions.

All greenhouse gas (GHG) data points (Scope 1, Scope 2 and Scope 3) are reported based on the GHG Protocol. In line with the GHG Protocol, this proportionally includes Scope 1 and Scope 2 emissions from our minority shareholdings, which are reported under Scope 3, Category 15.

- GHG data and qualitative information are consolidated unless specified otherwise.
- Please refer to Sustaining Your World for historical data.
- Please refer to Annual Report 2024 for Sustainability Statement including Double Materiality Analysis, EU Taxonomy and 2024 GHG footprint. Please refer to RSG Annual report 2024 (p.185-187) and Sustaining Your World (p.61 and 62) to learn more about the calculation method used.
- Emissions inbound flights are not included in the CO_2 footprint. Airlines don't qualify as Tier 1 suppliers. Fuel uptake is covered in category 11 'Sold Goods'. Jet A1 fuel sold at RSG airports is only used for outbound flights. There is no visibility on the uplift at the origin airport nor information on SAF and other measures taken.
- Emissions data collection follows the guidelines provided by the **Airport Carbon Accreditation (ACA) programme** from Airports Council Inter-national (ACI). Airport Carbon Accreditation is aligned with the GHG Protocol, the ISO 14064 principles, and the ISO Net Zero Guidelines IWA 42:2022, which set the framework and management system to develop a carbon footprint and identify projects to reduce emissions.
- Emissions are calculated by multiplying usage primary data by emission factors provided by www.CO2emissiefactoren.nl. These are emission factors provided by the government and tailored to the Netherlands, in line with the GHG Protocol's direct use-phase calculation method.
- Emissions are reported in CO_2e emissions. These factors account for multiple GHG emissions, converting their impact into a common metric based on their global warming potential relative to CO_2.
- GHG emissions are likely to reflect 1/3 of the climate impact of aviation. Non-CO_2 emissions are not quantified yet, because further reflection on how to best address non-CO_2 climate impacts is required.
- **SBTI guidelines for setting science-based near term and long-term targets**.



For further details, please visit the following websites:

- **Annual Report 2024**
- **Sustaining Your World**
- **Sustainability at Schiphol.nl**
- **Eindhoven Airport**
- **Rotterdam The Hague Airport**
- **Lelystad Airport**

If you have questions or feedback, please reach out via **sustainability@schiphol.nl**

Royal Schiphol Group, September 2025