Enav

2024 CDP Corporate Questionnaire 2024

Word version

Important: this export excludes unanswered questions
This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.
Terms of disclosure for corporate questionnaire 2024 - CDP

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12/19/2024, 05:04 pm

Contents

C1. Introduction

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

Select from:

☑ English

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

Select from:

☑ EUR

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

(1.3.2) Organization type

Select from:

☑ Partially privately owned and partially state owned organization

(1.3.3) Description of organization

ENAV S.p.A. is an Italian joint stock company which operates as the exclusive provider of management services and control of civil airspace under Italian competence. The current company draws its origins from the autonomous company for general air traffic flight assistance (AAAVTAG), established in 1981. The autonomous company took over from the Flight Assistance Commissioner set up three years earlier as a company for the control of GAT (General Air Traffic), to manage the passage of part of the controls of the aircraft and airports previously managed by the military of the Air Force framed in the then Inspectorate of telecommunications and assistance to the flight (ITAV), a military body under the command of the Air Force staff. Today the company is controlled by the Ministry of Economy and Finance (53.3% of the share capital), operates in a European regulated market and provides its services in Italy under the supervision of Ministry of Infrastructures and Sustainable Mobility and of the national regulator ENAC (National Body Civil Aviation). Every day on our routes we accompany who flies with reliability and safety. We draw the sky of the future, investing in people e on innovation for sustainable air transport and for the country's economic growth. The perimeter used for completing the questionnaire is aligned to the perimeter of the Sustainability Report related year 2023.
[Fixed row]

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

(1.4.1) End date of reporting year

12/31/2023

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

Select from:

☑ Yes

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

Select from:

☑ Yes

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

Select from:

☑ 2 years

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

Select from:

☑ 2 years

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

Select from:

☑ 2 years

[Fixed row]

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

1000003000

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from: ☑ Yes

[Fixed row]

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

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ Yes

(1.6.2) Provide your unique identifier

IT0005176406

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

[Add row]

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

Select all that apply

☑ Italy

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

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

(1.24.2) Value chain stages covered in mapping

Select all that apply

☑ Upstream value chain

☑ Downstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

☑ Tier 1 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

☑ Tier 3 suppliers

(1.24.7) Description of mapping process and coverage

In view of the mapping process, in order to allow responsible management of the Company's suppliers, selected downstream of procurement procedures subject to the regulations of the Public Contracts Code and with reference to specific ESG-related constraints where possible, it should be noted that, prior to the stipulation of procurement contracts, potential suppliers are asked to: • be aware of and accept all the rules and provisions contained in the Organisation, Management and Control Model pursuant to Italian Legislative Decree 231/2001 and in the ENAV Group Code of Ethics, in the Policy for the Prevention of Corruption and in the ENAV Group's Management System Guidelines for Preventing and Combating Corruption, take note of the Code of Conduct for Suppliers. In 2022 a specific IT platform dedicated to the collection of specific data and information was adopted on an experimental level to "test", with reference to the suppliers, the relative "level of sensitivity" in this field in light of specific automated drivers. This platform is Ecomate, and each supplier participates voluntarily by filling out a self-assessment questionnaire consisting of 196 questions, on topics directly related to the environment, climate and emissions. (For example, some of the questions concern whether the supplier accounts for its emissions, whether there are emissions compensation projects, whether climate risks have been identified, whether there are internal strategies for reducing emissions). In relation to the above, it should be noted that, at the end of 2023, the concrete analyses carried out recorded, in relation to the panel of "tested" suppliers, a satisfactory outcome, also considering the fact that 100% of the interviewed suppliers provided appropriate feedback via the aforementioned platform, an increase compared to the 77% percentage of 2022. Furthermore, the improvement actions identified guarantee an improvement in the management of these issues. Ecomate provides a Final Report in which the critical issues and all the improvements that can be implemented in terms of sustainability are presented; among other things, concrete improvement actions and examples to follow are presented. The coverage of the mapping is: - Suppliers that represent the strategic supply line for the Group (core suppliers). -Suppliers that may be considered more "at risk" in this respect on the basis of their ATECO (economic activity) category.
[Fixed row]

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

(1.24.1.1) Plastics mapping

Select from:
☑ No, but we plan to within the next two years

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

Select from:
☑ No standardized procedure

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

ENAV Group has not mapped where plastics are produced, commercialized, used, or disposed of in its value chain due to the absence of standardized procedures specific to plastic-related activities. The organization's operations do not primarily focus on plastic production or commercialization, and this area has not been a significant part of its sustainability assessments to date. However, ENAV is evaluating future steps to integrate such analyses into its broader sustainability strategy. [Fixed row]

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

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

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

1

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

Short-term time horizon is linked to strategic planning in a detailed manner, as this time horizon falls within the planning period of the Strategic Industrial Plan. ENAV considers short-term dependencies, impacts, risks, and opportunities as those which may occur or impact within the operating year. This focus ensures quick operational adjustments, stability, and meeting performance targets. Annual planning and regulatory compliance require prompt risk management. This horizon is linked to strategic and financial planning by addressing immediate needs and ensuring regulatory adherence.

Medium-term

(2.1.1) From (years)

2

(2.1.3) To (years)

5

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

ENAV operates in regulatory periods of five years. Medium-term dependencies, impacts, risks, and opportunities are those which may occur in the current regulatory period. Aligning with five-year cycles ensures compliance and project completion. This horizon supports strategic and financial planning by structuring significant initiatives, optimizing resource allocation, and aligning with regulatory requirements, ensuring ENAV meets mid-term objectives. Medium-term time horizon is linked to strategic planning in a detailed manner, as this time horizon falls within the planning period of the Strategic Industrial Plan.

Long-term

(2.1.1) From (years)

6

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

Select from:

☑ No

(2.1.3) To (years)

15

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

ENAV considers long-term risks to be those which may occur more than five years away, i.e., beyond the next regulatory cycle period. Long-term planning focuses on innovation, investments and sustainability. This ensures resilience, competitiveness, and adaptation to industry trends. The long-term horizon is crucial for strategic and financial planning as it secures future operations, supports extended sustainability initiatives (as adaptation and mitigation to climate change), and allows ENAV to pursue ambitious goals and adapt to evolving market and technological landscapes.
[Fixed row]

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

	Process in place	Dependencies and/or impacts evaluated in this process
	Select from: ☑ Yes	*Select from:* ☑ Both dependencies and impacts

[Fixed row]

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

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: ☑ Yes	*Select from:* ☑ Both risks and opportunities	*Select from:* ☑ Yes

[Fixed row]

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

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

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

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ Annually

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

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

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

☑ Local

☑ Sub-national

☑ National

(2.2.2.12) Tools and methods used

Enterprise Risk Management

☑ Enterprise Risk Management

☑ Internal company methods

☑ ISO 31000 Risk Management Standard

Other

☑ Materiality assessment

(2.2.2.13) Risk types and criteria considered

Acute physical

☑ Storm (including blizzards, dust, and sandstorms)

Chronic physical

☑ Increased severity of extreme weather events

Policy

☑ Changes to national legislation

Market

☑ Uncertainty in the market signals

Technology

☑ Data access/availability or monitoring systems

Liability

☑ Exposure to litigation

☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Customers

☑ Investors

☑ Regulators

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

Select from:

☑ No

(2.2.2.16) Further details of process

Governance of climate-related risks takes place at various levels throughout our company.The system for the identification, evaluation and management of climate-related risks is embedded within the group's management, business planning and reporting processes and is aligned with the ISO31000 risk management standard. The detailed identification of risks is carried out at the level of business units and departments and is recorded and measured in a structured and controlled company-wide database. A company-wide methodology is used to monitor, mitigate and adapt all risks. As mentioned above, each risk is assigned a probability of occurrence and a severity of the impact in order to define a treatment and mitigation plan for those risks that are deemed to require further treatment. The impacts of climate change-driven phenomena on air traffic stakeholders have been identified and studied over the years at an international level. In particular, the Eurocontrol document "EUROCONTROL study on climate change risks for European aviation" (September 2021) identifies five main key findings of weather phenomena that could potentially impact aviation: - Short-term weather outlook - Impact of storm patterns and intensity on flight operations - Impact of sea level rise (SLR) on European airport operations - Impact of Climate Change on Tourism Demand - Impact of changes in wind patterns on flight operations The study comes as an update to Annex 2 (Adapting aviation to a changing climate) of 2018's Challenges of Growth report. Nevertheless, ENAV has worked with the support of external experts to assess in detail the effects of climate change in specific locations of delivery of its services on the national territory and in particular at airports. The results of the analysis did not highlight any particular criticalities for ENAV's operations in the time frame analyzed and will lay the foundations for monitoring the phenomena under study over time: the monitoring of a phenomenon that presents such extended temporal dynamics can be obtained periodically updating the analysis of climate scenarios (e.g. every 2-3 years) developing a fair amount of new data (business and scenario) in order to update the quantification of the operational and financial impacts of climate risks. Any further mitigation or adaptation actions will be undertaken after monitoring, as a possible consequence of the increased level of risk. The study has allowed to evaluate the possible impacts of climate change on the core business activities of ENAV on the two distinct time horizons and on the two different climate scenarios used by the IPCC. The first scenario (SSP8.5), the most pessimistic, assumes, by 2100, atmospheric concentrations of CO2 tripled or quadrupled (840 /1120 ppm) compared to pre-industrial levels (280 ppm). This scenario is energy-intensive with a total consumption that continues to grow over the century reaching well over 3 times the current levels. The second (SSP4.5) assumes the implementation of some initiatives such as the use of a series of technologies and strategies to reduce greenhouse gas emissions. It is considered a stabilization scenario: CO2 emissions peak around the middle of the century, and by 2070 they fall below current levels. The identification of impacts, dependencies and opportunities of the environmental issue shall be carried out on an annual basis.
[Add row]

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

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

Select from:
☑ Yes

(2.2.7.2) Description of how interconnections are assessed

Interconnections are evaluated on the delays air traffic flows and on the operational infrastructures of Enav. Interconnections are evaluated in terms of performance, quality of service and business continuity.
[Fixed row]

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

(2.3.1) Identification of priority locations

Select from:

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

(2.3.7) Primary reason for not identifying priority locations

Select from:

☑ Not an immediate strategic priority

(2.3.8) Explain why you do not identify priority locations

ENAV does not identify specific priority locations across its value chain because its operations, as an Air Navigation Service Provider (ANSP), focus primarily on air traffic management, which has minimal direct impact on ecosystems or ecologically sensitive areas. ENAV's initiatives, such as the Free Route Airspace Italy (FRAIT) and the Flight Efficiency Plan, are designed to improve overall air traffic efficiency, reduce carbon emissions, and optimize flight routes, without the need for targeting specific locations. While ENAV does not designate priority areas, it is fully committed to environmental sustainability, continuously monitoring and minimizing its environmental impact in alignment with relevant regulations and international sustainability goals.
[Fixed row]

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

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ EBITDA

(2.4.3) Change to indicator

Select from:

☑ % decrease

(2.4.4) % change to indicator

Select from:

☑ 1-10

(2.4.6) Metrics considered in definition

Select all that apply

☑ Likelihood of effect occurring

(2.4.7) Application of definition

ENAV, has on top of the company priorities the management of the substantive effect on its own organization in the context of environmental risks and opportunities. For this reason to evaluate risks, ENAV, uses the "Enterprise Risk Management" (ERM) model, which allows the Board to make an aware assessment of the risk scenarios including sustainability and climate related risks that could compromise the achievement of strategic objectives and adopt additional tools to anticipate, mitigate and manage significant exposures. ENAV's ERM defines a substantive effect as an expense that has an effect on a financial position that cannot be controlled. The types of events that create this type of impact are disasters, unforeseen changes in market conditions, catastrophic product failures and anything else that interrupts business and over which management has no control. Furthermore, the ERM aims to evaluate the potential impacts on the Group's ability to achieve strategic objectives. The Enterprise Risk Management establishes the following levels of financial and strategic impacts: Impact level Negligible: No impact on the Group's ability to achieve strategic objectives and EBITDA impact is 30 million Each risk is assigned a probability of occurrence in one of five bands ranging from: below 1% (rare) to 75% (very likely). Once the evaluation is completed in terms of probability and severity, a treatment and mitigation plan is generated to reduce the risk for those risks that are deemed to require further treatment

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ EBITDA

(2.4.3) Change to indicator

Select from:

☑ % increase

(2.4.4) % change to indicator

Select from:

☑ Less than 1%

(2.4.6) Metrics considered in definition

Select all that apply

☑ Likelihood of effect occurring

(2.4.7) Application of definition

ENAV uses specific thresholds to assess environmental opportunities. The evaluation considers the frequency of potential effects (e.g., quarterly or annually), time horizons (short-term, medium-term, long-term), and the likelihood of occurrence (low, moderate, high). Opportunities are assessed based on these criteria, and their impact is evaluated using a matrix approach if multiple metrics are involved. Metrics and thresholds are reviewed and updated annually to ensure they reflect current conditions and strategic priorities. Currently, identified opportunities are not expected to have a substantial effect on ENAV's business.
[Add row]

C3. Disclosure of risks and opportunities

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

Climate change

(3.1.1) Environmental risks identified

Select from:

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

Plastics

(3.1.1) Environmental risks identified

Select from:

☑ No

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

Select from:

☑ No standardized procedure

(3.1.3) Please explain

The environmental issue of plastic is not material because ENAV Group considers itself to have no relevant environmental risks in our direct operations or upstream/downstream value chain.
[Fixed row]

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

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Acute physical

☑ Heavy precipitation (rain, hail, snow/ice)

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ Italy

(3.1.1.9) Organization-specific description of risk

ENAV's infrastructure is dispersed throughout the country, with many remote engineering sites, e.g. radar, communications, navigation, etc., exposed to extreme weather conditions. ENAV's business functions are not immune to disruption, with access to offices, towers and centres, supply chain resilience and utilities at risk. The above can lead to air traffic restrictions if not adequately supported by protocols aimed at guaranteeing business continuity with consequent economic or reputational impacts for ENAV.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased indirect [operating] costs

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

Select all that apply

☑ Short-term

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

Select from:

☑ Very unlikely

(3.1.1.14) Magnitude

Select from:

☑ Low

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

The "low" magnitude of the risk corresponds to the range 0-1 mln

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

Select from:

☑ Yes

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

0

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

290000

(3.1.1.25) Explanation of financial effect figure

For the calculation of potential economic impacts, the monthly air traffic volume of Italy's main airport (Rome Fiumicino) during the year 2019 (the year with the highest historical traffic levels) was considered. The scenario considered is based on two days of airport closure due to weather events. In particular, for the calculation of the potential financial impact, the traffic demand on the main Italian airport (Rome Fiumicino) observed during the peak of Italian air traffic (August 2019) was taken as a reference. This air traffic demand (Rome Fiumicino in August 2019) generated fee revenue of approximately EUR 4.4 million (average daily fee revenue of approximately EUR 145,000 x 2 days of closure due to extreme weather EUR 290,000 financial impact from lower revenue).

(3.1.1.26) Primary response to risk

Infrastructure, technology and spending

☑ Improve maintenance of infrastructure

(3.1.1.27) Cost of response to risk

0

(3.1.1.28) Explanation of cost calculation

ENAV has assigned a value of 0 to the costs associated with responding to the risk because there are no additional costs beyond those absorbed into business-as-usual activities. The measures taken to address the risk, such as integrating environmental considerations into existing operations, are part of ENAV's standard operational procedures and strategic initiatives.

(3.1.1.29) Description of response

ENAV is constantly engaged in investment projects - for several hundred million euros over the years - for the periodic modernization of its infrastructures and technologies, in order to always guarantee the highest levels of safety, punctuality and continuity of services. On the basis of an in-depth Business Impact Analysis activity, the ENAV Group has defined - and regularly tests - specific Business Continuity and Disaster Recovery plans, including appropriate procedures to be applied in the event of events involving a significant deterioration or interruption of services, in order to preserve continuity in the various possible emergency scenarios. The necessary levels of availability of the operating personnel are guaranteed without interruption, who are subjected to periodic training and education activities for the maintenance of the required professional qualifications, as well as the necessary levels of availability in relation to the technological component, through specific functional redundancies and through an extensive preventive maintenance plan to which all systems and equipment supporting air navigation services are subjected. The service level of the technological component is also supported by specific investment plans which aim to further increase the performance of the plants and equipment in terms of reliability, availability, safety and efficiency.
[Add row]

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

Climate change

(3.1.2.1) Financial metric

Select from:

☑ Assets

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

0

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

Select from:

☑ Less than 1%

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

0

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

Select from:

☑ Less than 1%

(3.1.2.7) Explanation of financial figures

Currently, the amount and proportion of their financial metrics vulnerable to the substantive effects of environmental risks have not been quantified. However, it is anticipated that in the coming years, methodologies will be developed to identify and quantify their level of vulnerability to these risks.

[Add row]

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

Select from:
☑ No, and we do not anticipate being regulated in the next three years

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

	Environmental opportunities identified
Climate change	*Select from:* ☑ Yes, we have identified opportunities, and some/all are being realized

[Fixed row]

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

Climate change

(3.6.1.1) Opportunity identifier

Select from:
☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Energy source

☑ Use of renewable energy sources

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Italy

(3.6.1.8) Organization specific description

As part of its energy efficiency projects, the ENAV Group has identified a significant opportunity to reduce its environmental impact through the installation of photovoltaic systems. Specifically, at the Rome ACC site, a series of interventions are planned to integrate photovoltaic systems, contributing to the optimization of energy consumption and the production of renewable energy, in line with the group's sustainable strategy. These systems should allow for energy savings of 494,496 kWh/year. These planned installations offer a strategic opportunity to increase the share of renewable energy in ENAV's energy mix, while also supporting the long-term goal of reducing environmental impact and improving overall energy performance.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced indirect (operating) costs

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

Select all that apply

☑ Medium-term

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

Select from:

☑ Very likely (90–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium-low

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

The time horizon over which the opportunity presented by renewable energy savings is anticipated to have a substantive effect on ENAV is classified as medium-term. In the medium term, the projected annual economic saving of 184,467 from the installation of photovoltaic systems will contribute positively to ENAV's operational budget, helping to reduce energy costs and improve financial performance. While this saving accounts for only approximately 0.0184% of the total revenue for 2023, its cumulative effect over several years can lead to more significant financial benefits. As ENAV continues to invest in renewable energy initiatives, the savings will grow, resulting in enhanced cost efficiency. This ongoing commitment to sustainability will not only help mitigate energy expenses but also support ENAV's broader strategic goals related to environmental responsibility.

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

Select from:

☑ Yes

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

147573

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

184467

(3.6.1.23) Explanation of financial effect figures

The project is composed of three main interventions, each contributing to significant energy savings. The first intervention involves the installation of a 96 kWp photovoltaic system, estimated to generate 130,560 kWh annually. This system includes 240 panels of 0.4 kWp each, covering a surface of 800 square meters. This intervention is expected to deliver an annual economic saving of 48,704, calculated based on the energy savings (130,560 kWh/year) and the average 2023 electricity price (0.37/kWh). The second intervention is the installation of a 60 kWp photovoltaic system, with an estimated annual production of 81,600 kWh. It consists of 60 panels of 0.4 kWp each on a 500 square meter surface. The annual economic saving from this intervention is 30,440, calculated similarly from the energy savings (81,600 kWh/year) and the average 2023 electricity price (0.37/kWh). The third intervention involves installing a 208 kWp photovoltaic system with a single-axis

tracker, estimated to generate 282,336 kWh annually. This system features 208 panels of 0.4 kWp, covering 1,730 square meters. The annual economic saving from this intervention is 105,323, based on the energy savings (282,336 kWh/year) and the average 2023 electricity price (0.37/kWh). For all three projects, various factors, such as latitude, panel tilt, orientation (optimized for south), temperature, shading, and average solar irradiation levels were considered to estimate the annual energy production. In total, these interventions will result in a combined annual economic saving of 184,467 and an overall annual energy production of 494,496 kWh. However, considering a 20% margin of uncertainty, the financial effect figure minimum is indicated at -20%. This means the minimum expected economic saving could be reduced by 20%, which equals 147,574 (184,467 - 20%).

(3.6.1.24) Cost to realize opportunity

506400

(3.6.1.25) Explanation of cost calculation

The identified opportunity includes three separate interventions, each with its own associated costs: - The total cost of the first turnkey project is estimated at approximately 120,000, calculated by multiplying the installed peak power (96 kW) by the total system cost (1,250/kWp). This includes technical expenses, potential demolitions, electrical systems, and the installation of the system. - The total cost for the installation of the second photovoltaic system is estimated at around 75,000, calculated by multiplying the installed peak power (60 kW) by the total system cost (1,250/kWp). This estimate also covers technical expenses, potential demolitions, electrical systems, and installation. - The total cost for the third turnkey project is estimated at approximately 311,400, based on an installed peak power of 208 kW and a system cost of 1,500/kWp. This figure includes technical expenses, potential demolitions, electrical systems, and installation. The total investment for these three interventions is 506,400.

(3.6.1.26) Strategy to realize opportunity

To realize the opportunity presented by renewable energy savings, ENAV has implemented a comprehensive strategy centered around the installation of photovoltaic systems across multiple sites. These projects are designed to maximize energy savings, reduce operational costs, and contribute to ENAV's sustainability goals by lowering greenhouse gas emissions. An example of this approach includes three major photovoltaic installations with a combined capacity of 364 kWp, which are expected to generate 494,496 kWh annually. The installations involve a variety of technologies, such as a single-axis tracker system, which optimizes energy production by adjusting to the sun's position. These projects, with an estimated total annual economic saving of 184,467 (with a 20% margin accounted for), directly support the company's efforts to decrease energy expenses and reliance on non-renewable energy sources. This opportunity has been prioritized due to its potential for significant cost reductions and alignment with ENAV's commitment to sustainability and carbon reduction targets. Additionally, renewable energy initiatives are integrated into ENAV's broader strategy to meet Scope 1 and Scope 2 emissions reduction goals.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

☑ Development of new products or services through R&D and innovation

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Downstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Italy

(3.6.1.8) Organization specific description

Background: the Free Route (FRA) represents a specific segment of airspace within which airlines can freely plan a route between a defined entry and exit point, without referring to the traditional ATS route network. The availability of an increasingly wide "Free Route" airspace (which is also possible thanks to investments in satellite observation technologies) represents one of the key points of the path undertaken by European civil aviation towards Net Zero 2050, since this type of navigation entails important benefits in terms of shorter distances travelled by aircraft, with a consequent reduction in fuel used and emissions generated per single flight. ENAV was among the first European ANSPs to implement this important Air Traffic Management (ATM) service innovation in December 2016. In the 2023 ENAV makes Free Route navigation (so-called Free Route Airspace Italy - FRAIT) available to aircraft flying at an altitude above approximately 9,000 metres (Flight Level 305 - FL305), which, allowed a reduction of approximately 250,000 tonnes of CO2e by carriers flying over Italian airspace. In the march 2024 ENAV saw the opportunity to expand the portion of airspace in which it makes Free Route navigation available to approximately 6,500 metres (Flight Level 195 - FL195), thus enabling additional benefits to airlines in terms of reduced distance travelled, fuel used and emissions generated.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced indirect (operating) costs

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

Select all that apply

☑ Short-term

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

Select from:

☑ Virtually certain (99–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium-high

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

Operational costs related to Free Route implementation are part of existing expenditures. While cash flows may improve from increased operational efficiency and potential revenue, specific quantitative measures are challenging to determine. Overall, financial effects remain unquantified due to integration with current operations.

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

Select from:

☑ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

The cost of realising this opportunity is submerged in other operational and capital expenditure incurred by ENAV for the provision of air navigation assistance services. Examples of such expenditures may be investments in the operation and maintenance of the infrastructure necessary for air navigation assistance (e.g., radar and NDB - Non Directional Beacon and all satellite navigation systems), in the development of operational systems used for route planning and in control rooms), in the review and testing of new flight procedures in Free Route, in training and updating the skills of operational personnel. For example, the operational costs of performing safety tests on new flight procedures are carried out regardless of the portion of airspace where Free Route navigation is available. As well as the

expenses for the training of operational personnel, which are incurred regardless of the extension of the airspace in Free Route. Participation in the international consortia (e.g., Aireon) that manage satellite assets (technology that is the basis for Free Route navigation) would also have taken place even without the creation of a Free Route portion of airspace by ENAV.

(3.6.1.26) Strategy to realize opportunity

ENAV is a key player in the international air traffic management system: it plays a key role in the initiatives aimed at creating the Single European Sky promoted by the European Commission, through EASA (European Union Aviation Safety Agency) and EUROCONTROL, an intergovernmental organization that supports the development of an efficient air traffic control system at European level. ENAV is constantly engaged in the set of activities aimed at modernizing and optimizing the infrastructure and the network of ATS (Air Traffic Services), maintaining the safety levels of air navigation unchanged and contributing to the objective of progressive decarbonization of the air transport sector. All the interventions planned and implemented in this area are catalogued and monitored, periodically, in the Flight Efficiency Plan (FEP).
[Add row]

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

Climate change

(3.6.2.1) Financial metric

Select from:
☑ OPEX

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

0

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

Select from:
☑ Less than 1%

(3.6.2.4) Explanation of financial figures

Currently, the amount and proportion of their financial metrics vulnerable to the substantive effects of environmental opportunity have not been quantified. However, it is anticipated that in the coming years, methodologies will be developed to identify and quantify their level of vulnerability to these opportunity.
[Add row]

C4. Governance

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

(4.1.1) Board of directors or equivalent governing body

Select from:

☑ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☑ More frequently than quarterly

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

Select all that apply

☑ Executive directors or equivalent

☑ Non-executive directors or equivalent

☑ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☑ Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

The Diversity Policy adopted by the Board of Directors of ENAV S.p.A. defines the criteria to ensure an optimal composition of the administrative and control bodies, functional to the effective performance of the tasks and responsibilities entrusted to them by law and the Company's Bylaws. Specifically, it covers and provides for the following criteria: - the Board of Directors be composed of a minimum of 5 to a maximum of 9 members, and currently there are 9 members; - with regard to the professionalism requirements of the members of the administrative body, a total experience of at least three years is required for the directors through, for example, the performance of administrative or control activities or managerial tasks in companies, professional activities or university teaching in legal, economic, financial or

technical-scientific subjects or administrative or managerial functions; - the composition of the Board of Directors must rely on adequate gender representation and in line with what is currently provided for by current legislation on gender balance and the Articles of Association, the Board of Directors must be composed of at least two-fifths (rounded upwards) of persons belonging to the least represented gender.

(4.1.6) Attach the policy (optional)

Policy on the diversity of the management and oversight bodies_ENAV.pdf
[Fixed row]

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

Climate change

(4.1.1.1) Board-level oversight of this environmental issue

Select from:
☑ Yes

Biodiversity

(4.1.1.1) Board-level oversight of this environmental issue

Select from:
☑ No, but we plan to within the next two years

(4.1.1.2) Primary reason for no board-level oversight of this environmental issue

Select from:
☑ Not an immediate strategic priority

(4.1.1.3) Explain why your organization does not have board-level oversight of this environmental issue

ENAV believes that biodiversity is not an immediate strategic priority because its core activities, which include air navigation services and air traffic management, have minimal direct impact on biodiversity. The company's operations focus primarily on managing airspace rather than terrestrial environments, resulting in limited interaction with ecosystems and wildlife habitats. However, ENAV, aware of the indirect impact within the value chain, collaborates with stakeholders who may have

an impact on biodiversity, ensuring that any indirect effects are managed responsibly. As a result, biodiversity is not considered a critical environmental issue that requires board-level oversight within ENAV's operational and strategic priorities, however, there are plans to expand the scope to other environmental issues, including biodiversity, over the next two years.
[Fixed row]

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

Climate change

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

Select all that apply

☑ Chief Executive Officer (CEO)

☑ Board-level committee

☑ Other, please specify **:**Head of Sustainability

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

Select from:

☑ Yes

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

Select all that apply

☑ Board mandate

☑ Individual role descriptions

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

Select from:

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

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

Select all that apply

☑ Reviewing and guiding annual budgets
☑ Overseeing and guiding scenario analysis
☑ Overseeing the setting of corporate targets
☑ Monitoring progress towards corporate targets
☑ Approving and/or overseeing employee incentives
☑ Monitoring the implementation of a climate transition plan
☑ Overseeing and guiding the development of a business strategy

(4.1.2.7) Please explain

The Board of Directors, after consulting with the Sustainability Committee and the Control and Risk and Related Parties Committee, approves the Sustainability Plan, establishing the relevant projects in the light of the Group business strategy. The latest approved sustainability plan consisting of the 2021-2024 update, with an integrated approach with the content and time horizon of the Business Plan. In its role of providing support to the Board, the Sustainability Committee gives advice and makes proposals on sustainability issues, and monitors ESG reporting and related strategies. In addition, the Board oversees climate change risks, ensuring that strategic decisions take into account climate challenges and opportunities. During 2023, given also the installation of the new Board, meetings regarding environmental issues occurred more frequently: June 20, 2023, Sept. 14, 2023, Nov. 7, 2023, Dec. 20, 2023, and Jan. 31, 2024; the update of the Sustainability Plan and related environmental goals were discussed, such as the percentage of conversion of the company's car fleet to electric, plug-in, and hybrid cars, commissioning of new photovoltaic systems, establishment of a climate strategy to achieve SBTi goals, or the publication of the Sustainability Report and non-financial disclosures, the Business Plan and investments to be directed in emissions abatement, ESG performance curves, and remuneration proposals with KPIs related to energy efficiency, emissions reduction strategy, and emissions abatement with the AMAN system. The governance mechanisms for overseeing the environmental issue of climate change are as follows: - Overseeing and guiding scenario analysis: The Board oversees and guides climate scenario analysis to identify potential risks and opportunities related to climate change. - Overseeing the setting of corporate targets: The Board is actively involved in setting corporate targets, including climate-related goals, ensuring they are ambitious and aligned with international climate commitments. - Monitoring progress towards corporate targets and the implementation of a transition plan: Regular monitoring of progress toward corporate goals and ongoing evaluation of the company's performance against climate goals (included in the transition plan), identifying any deviations and implementing corrective actions where necessary. - Overseeing and guiding the development of a business strategy: The Board provides strategic guidance to the management in developing a business strategy that integrates sustainability. - Reviewing and guiding annual budgets: By reviewing and guiding annual budgets, the Board ensures that the necessary financial resources are allocated for supporting the achievement of climate-related goals. -Approving and/or overseeing employee incentives: Approval and oversight of incentives also linked to climate goals for some senior executives align individual performance with corporate climate goals.
[Fixed row]

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

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ Engaging regularly with external stakeholders and experts on environmental issues

☑ Integrating knowledge of environmental issues into board nominating process

☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)

☑ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Academic

☑ Postgraduate education (e.g., MSc/MA/PhD in environment and sustainability, climate science, environmental science, water resources management, forestry, etc.), please specify **:**Executive Master in Social Entrepreneurship

Additional training

☑ Course certificate (relating to environmental issues), please specify **:**Professional coaching, finance, corporate governance and sustainability

Experience

☑ Executive-level experience in a role focused on environmental issues

☑ Active member of an environmental committee or organization

[Fixed row]

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

Climate change

(4.3.1) Management-level responsibility for this environmental issue

Select from:

☑ Yes

Biodiversity

(4.3.1) Management-level responsibility for this environmental issue

Select from:

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

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

Select from:

☑ Not an immediate strategic priority

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

ENAV considers biodiversity to be of low relevance to its organization because its core business activities, which encompass air navigation services and air traffic management, have minimal direct impact on biodiversity. The company's operations are primarily focused on managing airspace rather than terrestrial environments, resulting in limited interaction with ecosystems and wildlife habitats. However, ENAV collaborates with stakeholders who might impact biodiversity, ensuring that any indirect effects are managed responsibly. Consequently, Consequently, ENAV not have management-level responsibility for the biodiversity.
[Fixed row]

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

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Policies, commitments, and targets

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Implementing the business strategy related to environmental issues

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

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

Select from:

☑ Quarterly

(4.3.1.6) Please explain

The CEO has been assigned several crucial responsibilities related to addressing climate-related issues within the organization. These responsibilities include managing and assessing climate-related risks and opportunities, setting corporate targets focused on climate, integrating climate-related issues into the overall strategy, and providing employee incentives tied to climate initiatives. The allocation of these responsibilities to the CEO is motivated by the need for strategic leadership and accountability in tackling climate challenges. The CEO's role encompasses overseeing risk management strategies, conducting thorough analyses to evaluate potential impacts, establishing measurable targets aligned with sustainability objectives, integrating climate considerations into decision-making processes, and fostering a culture of environmental awareness. To effectively monitor these responsibilities, the CEO engages in regular reviews, tracks progress towards

targets, actively collaborates with the sustainability committee and the sustainability manager, and communicates updates to the Board of Directors and other stakeholders. This collaborative approach ensures that climate-related issues are addressed proactively and that the organization progresses towards a more sustainable and resilient future. The processes by which the CEO is informed and the processes in which he monitors climate-related issues are numerous and structured; in particular, the CEO is constantly updated through documentation and reports by the Sustainability Manager, through different weekly staff meetings; moreover, among the processes in which he monitors climate-related issues, we find the periodic meetings that take place throughout the year with the Sustainability Committee and the ESG Steering Committee.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Sustainability committee

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Policies, commitments, and targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Conducting environmental scenario analysis

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

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

Select from:

☑ Quarterly

(4.3.1.6) Please explain

The sustainability committee has been assigned responsibilities related to managing climate-related risks and opportunities, assessing these risks and opportunities, setting climate-related corporate targets, conducting climate-related scenario analysis, and monitoring progress against these targets. These responsibilities have been delegated to the committee to leverage their specialized expertise and dedicated focus in addressing climate-related challenges within the organization. By actively managing and assessing climate-related risks and opportunities, the committee ensures effective risk mitigation strategies and identifies avenues for sustainable growth. Setting climaterelated corporate targets enables the committee to drive progress and align the organization's efforts with sustainability objectives. Through conducting scenario analysis, the committee can anticipate potential impacts and make informed decisions to enhance resilience. Furthermore, monitoring progress against climate-related targets allows the committee to track performance, identify areas for improvement, and provide regular updates to stakeholders. Overall, the allocation of these responsibilities to the sustainability committee strengthens the organization's commitment to addressing climate-related issues and fosters a more sustainable and resilient future.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Other committee, please specify **:**ESG Steering Commitee

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

Strategy and financial planning

☑ Conducting environmental scenario analysis

☑ Implementing the business strategy related to environmental issues

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

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

Select from:

☑ Half-yearly

(4.3.1.6) Please explain

Within the framework of the sustainable development of the ENAV Group and taking into account the strategic relevance of the integration of sustainability in corporate governance and in the initiatives of the Industrial Plan, the strategic ESG Steering Committee was established with the objective of ensuring the coordination of processes and initiatives with potential impacts in the field of ESG issues, taking into account the requests of stakeholders and the constant flow of information on the relative policies and activities underway as well as on the guidelines, best practices and regulatory updates in the sector. The ESG Steering Committee has been assigned responsibilities for assessing climate-related risks and opportunities, integrating climate-related issues into the strategy, and conducting climate-related scenario analysis. These responsibilities are entrusted to the committee due to their expertise in ESG matters and their role in driving the organization's sustainability agenda. The committee, comprised of top executives within the company, actively collaborates with the Board of Directors to monitor these responsibilities. Through regular reviews, progress tracking, and reporting updates to senior management and stakeholders, they ensure the effective management of climate-related factors and facilitate proactive decision-making.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Other

☑ Other, please specify **:**Head of Sustainability

(4.3.1.2) Environmental responsibilities of this position

Policies, commitments, and targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Conducting environmental scenario analysis

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Implementing the business strategy related to environmental issues

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

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

Select from:

☑ Quarterly

(4.3.1.6) Please explain

The Head of Sustainability monitors progress, implements monitoring mechanisms and communicates updates to promote sustainable practices and integrate sustainability goals into business initiatives and innovation. The Head of Sustainability actively collaborates with cross-functional teams and stakeholders to establish ambitious and measurable climate goals aligned with the organization's sustainability vision. Conducts scenario analyses, assesses risks, identifies opportunities and ensures proactive decision making. The Head of Sustainability, also, is responsible for setting corporate climate-related goals, conducting climate-related scenario analyses, and monitoring progress toward those goals because of his or her sustainability expertise and ability to promote sustainable practices within the organization. In addition, regarding the development and implementation of a climate transition plan, the head of sustainability is responsible for leading the integration of environmental strategies within the organization, coordinating initiatives to reduce emissions and monitoring progress toward long-term sustainability goals.
[Add row]

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

Climate change

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

Select from:

☑ Yes

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

15

(4.5.3) Please explain

There are currently targets in the Long-Term Incentive plan (LTI) and in the Short-Term Incentive plan (STI) for the CEO and for ENAV's top management in accordance with the Company's Remuneration Policy. These plans also include specific objectives related to ENAV's commitment to tackling climate change. Comprehensive information relating to the Remuneration Policy and to the ESG targets relating to both the short and the long term incentive plans are included in the Report on Remuneration Policy and Remuneration Paid, annually approved by the Board of Directors upon proposal by the Remuneration and Appointments Committee and put forward to the final approval of the General Assembly pursuant to the provisions of Articlee 123-ter of Italian Legislative Decree no. 58/1998. [Fixed row]

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

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Chief Executive Officer (CEO)

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

(4.5.1.3) Performance metrics

Targets

☑ Achievement of environmental targets

Strategy and financial planning

☑ Achievement of climate transition plan

Emission reduction

☑ Implementation of an emissions reduction initiative

☑ Increased share of renewable energy in total energy consumption

Resource use and efficiency

☑ Energy efficiency improvement

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

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

(4.5.1.5) Further details of incentives

The remuneration of the CEO consists of fixed component, short-term incentives (STI) and Long-term Incentives Plan (LTIP). Short-term incentives (STI): Part of the remuneration was linked to the achievement of specific performance targets of the Company, relating in particular to: Group EBITDA (weight 35%), Profit net (weight 15%), Operational performance (weight 20%), Turnover from non-regulated activities (weight 15%) and a Sustainability indicator (weight 15%) based on two climate-related goals: - Definition of a strategy and action plan aimed at reducing Scope 3 emissions according to SBTi approved targets; - Abatement of 1 million kg of CO2 emissions by carriers at Fiumicino airport through the use of the AMAN (Arrival Manager) system on Rome ACC; - Installation of three photovoltaic systems at Venice airport center, Brindisi airport center and Brancasi site. Specifically, it is provided that the CEO is entitled to an incentive equal to 60% of total fixed compensation upon achievement of target performance results, an incentive equal to 80% of compensation upon achievement of over performance results relative to the target (with "cap" at 12%), and an incentive equal to 25% of compensation upon achievement of under performance results relative to the target with an access threshold of -5%. Long-term Incentives Plan (LTIP) linked to the 2023-2025 Performance Share Plan: The CEO is the recipient of a long-term incentive equal to 100% of fixed compensation in the case of achieving target performance, 120% in the case of over performance, to 40% in the case of under performance. In the LTIP we find: - Maintenance and growth in the rating solicited S&P cluster "Infrastructure and Transportation Infrastructure". These targets have possible negative or positive effects on the bonus payable of maximum impact of 10%.

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

ENAV's CEO performance incentives are directly linked to the organisation's environmental goals and climate transition plan to promote meaningful action and accountability. These incentives are designed to align management priorities with ENAV's environmental commitments, ensuring that steps taken result in meaningful progress. The performance metrics are in line with the climate objectives validated by the SBTi; in fact, ENAV has maintained carbon neutrality in 2023 (with a reduction of Scope 1 and 2 emissions of about 86% compared to 2019 and with the use of carbon credits to offset emissions not yet eliminated) and is part of the net zero objective in 2050. Thanks to these performance metrics, ENAV has improved energy efficiency by making targeted investments in the field of self-production of renewable energy (ex. Installation of three photovoltaic systems at Venice airport center, Brindisi airport center and Brancasi site) and contributing, as an actor in air traffic management, to the reduction of aircraft emissions with the abatement of one million kg of CO2 through the AMAN operating system that allows the optimisation of the arrival sequence of aircraft in heavy traffic conditions; in fact, this system indicates to the controller the optimal sequence for separation and reduce the arrival interval allowing the reduction of fuel and emissions of aircraft crossing Italian airspace. In addition, the pathway to net zero by 2050 is reinforced by the goal of defining a strategy to achieve scope 3 targets linked to SBTi and linked to the performance metric of implementing emission reduction initiatives.
[Add row]

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

	Does your organization have any environmental policies?
	Select from: ☑ Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

(4.6.1.4) Explain the coverage

ENAV promotes the adoption of the contents of the Policy to all Group companies and its dissemination through appropriate communication channels, with a view to further disseminating and promoting the Group's sustainability culture. It also promotes it to all stakeholders as well as its periodic review, promoting its sharing and understanding by all company personnel.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to stakeholder engagement and capacity building on environmental issues

Climate-specific commitments

☑ Commitment to net-zero emissions

☑ Commitment to not funding climate-denial or lobbying against climate regulations

Social commitments

☑ Commitment to respect internationally recognized human rights

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

Select all that apply

☑ No, but we plan to align in the next two years

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

Sustainability Policy_ENAV.pdf

Row 2

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

(4.6.1.4) Explain the coverage

ENAV promotes the adoption of the contents of the Policy to all Group companies and its dissemination through appropriate communication channels, with a view to further disseminating and promoting the Group's sustainability culture. It also promotes it to all stakeholders as well as its periodic review, promoting its sharing and understanding by all company personnel.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

Additional references/Descriptions

☑ Description of environmental requirements for procurement

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

Select all that apply

☑ No, and we do not plan to align in the next two years

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

Environmental Policy_ENAV.pdf
[Add row]

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

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

Select from:

☑ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

☑ UN Global Compact

☑ Other, please specify **:**The Pact for the Decarbonisation of Air Transport

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

The United Nations Global Compact is the largest strategic corporate citizenship initiative in the world, born from a desire to promote a sustainable global economy: respectful of human and labour rights, environmental protection and the fight against corruption. It was first proposed in 1999 at the World Economic Forum in Davos by former United Nations secretary Kofi Annan. The vision of the United Nations Global Compact is to promote the creation of a more inclusive and sustainable global economy. With this in mind, the initiative pursues two complementary purposes: - make the Global Compact and its Ten Principles an integral part of the strategy and daily operations of participating companies; - encourage and facilitate dialogue and cooperation among all relevant stakeholders in support of the Ten Principles promoted by the initiative and the United Nations Sustainable Development Goals (SDGs) for 2030. Infact, ENAV Group supports the Ten Principles of the United Nations Global Compact on human rights, labour, environment and anti-corruptlon. ENAV is committed to making the UN Global Compact and its principles part of the strategy, culture and day-to-day operations of company, and to engaging in collaborative projects which advance the broader development goals of the United Nations, particularly the Sustainable Development Goals. The Pact for the Decarbonisation of Air Transport was created to facilitate the achievement of the aviation industry's sustainability targets in the context of the SDGs and Agenda 2030, with the goal of Net Zero Emissions by 2050. ENAV's role, being present in the Steering Committee, is to participate in the systematic comparison of the The Pact for the Decarbonisation of Air Transport to design a scientifically structured path and build a feasible process of decarbonisation of air transport through: - The shared definition of an organic methodology to assess the sustainability of the various product segments of the aviation sector and to identify, rationally and transparently, strengths to be exploited and weaknesses to be addressed; - The evaluation of a set of objectives to plan the transition coherently and realistically, favouring virtuous mechanisms to ensure the rapid implementation of available solutions (e.g. Sustainable Aviation Fuel) in the short term, without ever neglecting the positive impacts generated by the sector in social and economic terms; - The study of the complex regulatory reference framework and the monitoring of its evolution, identifying the possible interventions needed to foster and support such a complex transition process in the medium to long term; - The adoption of policies that allow the necessary expansion and development of air transport through new technological processes, with the definition of clear and binding rules and objectives, concretely achievable through intermediate targets, to achieve climate neutrality objectives. [Fixed row]

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

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

Select all that apply

☑ Yes, we engaged directly with policy makers

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

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

Select from:

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

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

Select all that apply

☑ Paris Agreement

(4.11.4) Attach commitment or position statement

Science Based Targets initiative (SBTi) validation letter_ENAV.pdf

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

Select from:

☑ No

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

ENAV's commitment to the civil aviation community goes beyond service provision, encompassing active collaboration with national and international bodies. In Europe, ENAV plays a pivotal role in cooperation agreements, partnerships, and multilateral programs, contributing to initiatives like the Single European Sky, promoted by the European Commission and implemented through EASA, EUROCONTROL, and other bodies. These efforts, which ENAV often drives, focus on environmental sustainability and climate change. Internationally, ENAV engages in ICAO's climate change initiatives, aligning with the UN agency's long-term commitments. ENAV's Sustainability Manager is also part of the Steering Committee for the Pact for the Decarbonization of Air Transport, a key initiative aimed at accelerating aviation sustainability goals. Operating within the framework of the Sustainable Development Goals (SDGs) and the 2030 Agenda, this agreement strives for a greener aviation sector, with the ambitious goal of achieving net-zero emissions by 2050, in line with the Paris Agreement. To ensure that its external engagement activities align with its environmental commitments and transition plan, ENAV has established a comprehensive internal process. This involves close coordination between the Sustainability Department and key organizational units. Every external engagement is reviewed to confirm alignment with ENAV's

environmental objectives, particularly regarding carbon emission reductions and the promotion of sustainable practices. ENAV has also set Science-Based Targets (SBTi) to ensure that its strategies are consistent with the most ambitious goals of the Paris Agreement, aiming to limit global warming to well below 2C, and pursuing efforts to limit it to 1.5C. These targets guide the organization's sustainability initiatives, ensuring that all external engagements contribute to its overall transition towards a more sustainable aviation future. Through this approach, ENAV ensures that its participation in international initiatives not only aligns with but actively supports its environmental goals, reinforcing its leadership in the global effort to decarbonize aviation.
[Fixed row]

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

Row 1

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

Sesar 3 Joint Undertaking (Single European Sky)

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

Select all that apply
☑ Climate change

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

Energy and renewables
☑ Alternative fuels
☑ Energy efficiency requirements
☑ Low-carbon, non-renewable energy generation
☑ Minimum energy efficiency requirements

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

Select from:
☑ Sub-national

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

Select all that apply

☑ Europe

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

Select from:

☑ Support with no exceptions

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

Select all that apply

☑ Ad-hoc meetings

☑ Participation in working groups organized by policy makers

☑ Responding to consultations

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

0

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

The Single European Sky (SES) policy is crucial to ENAV’s environmental commitments and transition plan. The SES, promoted by the European Commission, aims to optimize European airspace efficiency, significantly reducing CO2 emissions by enabling more direct flight routes and efficient traffic management. Central to ENAV's role in SES is the Flight Efficiency Plan (FEP), a multi-year action plan designed to optimize the aviation network and minimize environmental impact. The FEP includes key initiatives that directly support ENAV’s environmental objectives: Free Route Airspace Italy (FRAIT): Implemented by ENAV in 2016, FRAIT allows aircraft flying above 9,000 meters to cross Italian airspace using direct routes, eliminating the need for predefined paths. This reduces flight distances, saving fuel and cutting greenhouse gas emissions. Airport Collaborative Decision Making (A-CDM): Developed in collaboration with Airport Management Companies, A-CDM reduces taxiing time before takeoff, minimizing the time aircraft spend idling with engines running, which decreases fuel consumption and emissions. Arrival Manager (AMAN): AMAN optimizes the sequence of arriving aircraft in heavy traffic, reducing arrival intervals and further lowering fuel use and emissions. These initiatives are integral to ENAV’s Climate Transition Plan, achieving significant reductions in fuel consumption and greenhouse gas emissions, thereby directly contributing to climate change mitigation. While the expected growth in air traffic demand by 2030 could increase air traffic managed by ENAV due to SES implementation, the overall

impact on ENAV's Climate Transition Plan is considered limited. This is because the additional air traffic is offset by national and European measures, ensuring no significant rise in ENAV's energy requirements. Furthermore, ENAV's Climate Transition Plan covers direct (Scope 1 and Scope 2) and indirect (Scope 3) emissions, excluding those generated by aircraft, which limits the impact of increased traffic on ENAV's environmental goals.

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

Select from:

☑ Yes, we have evaluated, and it is aligned

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

Select all that apply

☑ Paris Agreement

[Add row]

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

Row 1

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☑ Other global trade association, please specify :CANSO, ICAO

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

Select all that apply

☑ Climate change

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

Select from:

☑ Consistent

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

Select from:

☑ No, we did not attempt to influence their position

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

ENAV participates to ICAO and CANSO directly and/or as a representative on mandate by the Italian State to groups of a technical nature both globally and regionally, also holding taking the Lead of some of these groups, working with particular focus on activities related to topics of corporate interest, compliance with legislation, operations, Safety and Security, environmental and climate change topics, the CNS and ATM technical systems, as well as of the licenses and training of personnel.

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

0

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

Select from:

☑ Yes, we have evaluated, and it is aligned

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

Select all that apply

☑ Paris Agreement

Row 2

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Europe

☑ Other trade association in Europe, please specify **:**EASA, EUROCONTROL, EUROCAE

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

Select all that apply

☑ Climate change

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

Select from:

☑ Consistent

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

Select from:

☑ No, we did not attempt to influence their position

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

EASA (European Union Aviation Safety Agency) is the body of regulation, control and definition of the highest common levels of Safety in the civil aviation sector in the European Union. ENAV actively participates in some activities and groups set up by EASA relating to the regulatory and Safety areas in the field of services to air navigation and ATM. Participation can take place through direct reporting by ENAV, by the State (in our case ENAC) or CANSO (trade association of ANSP). EUROCONTROL is an intergovernmental organization of which the Italian state is a member, whose main purpose is to support the development and maintenance of an efficient air traffic control system air traffic control at the European level, supporting in this the national civil aviation authorities, the ANSPs and civil and military airspace users, industry, professional organizations professionals and the relevant European institutions. He holds the important role of Network Manager given to him by the European Commission for the first time in 2011 and renewed also for the period 2020 - 2029. ENAV actively and directly participates in groups of a technical nature, as well as in the Organization's governance groups (including supporting the State representatives), including holding the chairmanship of some of these groups, operating with a special focus on activities related to issues of business interest in the fields of operations, aeronautical information, safety (Safety and security), environment, CNS and ATM technical systems and procedures. The European Organisation for Civil Aviation Equipment (EUROCAE) is a non-profit organisation bringing together air transport stakeholders: system manufacturers, air navigation service providers, national regulatory authorities, air carriers and airport operators. EUROCAE documents establish operational specifications for the actors involved in the air transport sector and serve as a benchmark for compliance with European standards (European Technical Standard Orders). ENAV actively participates by providing technical-specialist support for thematic working groups.

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

0

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

Select from:

☑ Yes, we have evaluated, and it is aligned

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

Select all that apply

☑ Paris Agreement

[Add row]

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

Select from:
☑ Yes

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

Row 1

(4.12.1.1) Publication

Select from:
☑ In mainstream reports, in line with environmental disclosure standards or frameworks

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

Select all that apply
☑ GRI
☑ TCFD

(4.12.1.3) Environmental issues covered in publication

Select all that apply
☑ Climate change

(4.12.1.4) Status of the publication

Select from:
☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Strategy
☑ Governance
☑ Emission targets
☑ Emissions figures
☑ Risks & Opportunities
☑ Content of environmental policies

(4.12.1.6) Page/section reference

Governance pag. 16 to 17 Strategy pag. 18 to 23 Risk & Oppotunities pag. 113 to 117 Emissions figures pag. 49 to 51 Emission targets pag. 45 Other - TCFD raccomendation pag. 167 Furthermore, see pages from 38 to 63 for the Planet chapter that discusses the ENAV Group's environmental strategy, climate commitment, aviation decarbonization commitment, and decarbonization commitment for the Group's operations (with Carbon Neutrality and SBTi).

(4.12.1.7) Attach the relevant publication

ENAV_2023_Sustainability Report (With Verification Statement).pdf

(4.12.1.8) Comment

For the reporting year, ENAV has published detailed information about its environmental impact and sustainability efforts in its Sustainability Report, which adheres to the Global Reporting Initiative (GRI) standards. Additionally, ENAV has integrated the Task Force on Climate-related Financial Disclosures (TCFD) recommendations into its reporting framework. The report includes a dedicated section on climate-related risks and opportunities, outlining how ENAV is addressing climate change and its impact on operations. This includes disclosures on governance structures, risk management processes, and the financial implications of climate-related issues. By aligning with GRI and TCFD, ENAV ensures that stakeholders receive a clear and comprehensive account of its environmental initiatives and performance, reinforcing its commitment to sustainability and responsible environmental stewardship.
[Add row]

C5. Business strategy

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

Climate change

(5.1.1) Use of scenario analysis

Select from:
☑ Yes

(5.1.2) Frequency of analysis

Select from:
☑ Every three years or less frequently
[Fixed row]

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

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios
☑ RCP 4.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:
☑ SSP2

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.5°C or lower

(5.1.1.7) Reference year

2014

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

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

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

ENAV set up a special Working Group to assess in detail the effects of climate change in the specific locations where it provides its services in Italy and in particular at airports. The Working Group worked with the specialist support of external experts to assess the possible impacts of climate change on ENAV's core business activities over two distinct time horizons (2030 and 2050). The analysis made it possible to assess the possible impacts of climate change on ENAV's core business activities over two different time horizons (2030 e 2050) and two different climate scenarios used by the Intergovernmental Panel on Climate Change (IPCC). Among the possible scenarios, SSP8.5 (the 'worst case' scenario) and SSP4.5 (the 'stabilisation' scenario) were selected because they allowed for a sensitivity analysis under sufficiently different, but internally consistent, conditions and are in line with the choices made by other organisations in the sector. The second (SSP4.5) assumes the implementation of certain initiatives such as the use of a range of technologies and strategies to reduce greenhouse gas emissions. A stabilisation scenario has been proposed: CO2 emissions will peak around mid-century and by 2070 fall below current levels. The atmospheric concentration of carbon dioxide will stabilise by the end of the century at about twice (520 ppm) pre-industrial levels.

(5.1.1.11) Rationale for choice of scenario

ENAV has selected the RCP 4.5 climate scenario because it provides a relevant framework for assessing moderate levels of climate change impacts. This scenario, which involves intermediate greenhouse gas concentrations and warming, helps ENAV evaluate potential risks and opportunities that could affect air traffic management and infrastructure. It aligns with ENAV's strategic and financial planning by offering insights into medium-level environmental changes, ensuring that their strategies remain resilient and adaptable to foreseeable climate conditions.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 8.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ SSP5

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.6ºC - 1.9ºC

(5.1.1.7) Reference year

2014

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

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

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

ENAV set up a special Working Group to assess in detail the effects of climate change in the specific locations where it provides its services in Italy and in particular at airports. The Working Group worked with the specialist support of external experts to assess the possible impacts of climate change on ENAV's core business

activities over two distinct time horizons (2030 and 2050). The analysis made it possible to assess the possible impacts of climate change on ENAV's core business activities over two different time horizons (2030 e 2050) and two different climate scenarios used by the Intergovernmental Panel on Climate Change (IPCC). Among the possible scenarios, SSP8.5 (the 'worst case' scenario) and SSP4.5 (the 'stabilisation' scenario) were selected because they allowed for a sensitivity analysis under sufficiently different, but internally consistent, conditions and are in line with the choices made by other organisations in the sector. The first scenario (SSP8.5), the most pessimistic, assumes, by 2100, atmospheric CO2 concentrations will triple, or quadruple (840/1120 ppm) compared to pre-industrial levels (280 ppm). This scenario is energy-intensive with total consumption continuing to grow over the century to well over 3 times current levels.

(5.1.1.11) Rationale for choice of scenario

ENAV also considers the RCP 8.5 scenario, which represents a high-emissions pathway with significant warming. This scenario is important for understanding extreme climate impacts and preparing for potential severe challenges. It helps align ENAV's long-term strategic and financial planning with the potential risks of severe climate change, ensuring that their business strategies are robust and adaptable to the highest levels of environmental risk.
[Add row]

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

Climate change

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

Select all that apply

☑ Risk and opportunities identification, assessment and management

☑ Strategy and financial planning

☑ Resilience of business model and strategy

☑ Capacity building

☑ Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:

☑ Organization-wide

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

With regard to extreme precipitation, a progressive intensification of the phenomenon is expected in the long term (2050), which is expected to affect an increasing number of airports over time; as far as wind is concerned, there do not seem to be any critical issues, as the forecasts of the above-mentioned scenarios are oriented towards a decrease in the average wind intensity (consequently, the crosswind component should decrease proportionally); temperature is expected to rise by 1-1.5o C (2030) and 2-2.5o C (2050) depending on the scenarios, which will affect an increasing number of airports over time; with regard to the rise in sea levels, the flood risk of infrastructure located in coastal areas remains virtually unchanged. The results of the analyses conducted will lay the foundations for monitoring the phenomena under study over time. This can be achieved by regularly updating the climate scenario analysis (e.g., every 2-3 years) in order to process an adequate amount of new data (business and scenario), so as to update the quantification of the operational and financial impacts of climate risks. Any further mitigation or adaptation actions will be taken downstream of the monitoring, as a possible consequence of the increased risk level. In the long run, ENAV's ability to ensure the pursuit of its business objectives, first and foremost by guaranteeing the continuity of its service provision, is undoubtedly interdependent on the resilience to the effects of climate change of the entire air transport system. In particular, the airport system involves complex interaction between the various actors (airport operators, carriers, ground transport and road infrastructure operators, utilities, etc.), therefore long-term mitigation could in some cases require a coordinated and shared approach among all the involved actors in order to reduce the overall impact on sector business activities.
[Fixed row]

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

(5.2.1) Transition plan

Select from:

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

(5.2.3) Publicly available climate transition plan

Select from:

☑ Yes

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

Select from:

☑ No, and we do not plan to add an explicit commitment within the next two years

(5.2.6) Explain why your organization does not explicitly commit to cease all spending on and revenue generation from activities that contribute to fossil fuel expansion

ENAV Group does not explicitly commit to ceasing all spending or revenue generation from activities linked to fossil fuel expansion. The aviation industry, including air traffic management, plays a critical role in global mobility and economic development, but it is currently dependent on fossil fuels, particularly for aircraft operations. Despite significant progress towards sustainability, technological innovations such as Sustainable Aviation Fuels (SAF), hydrogen, and electric planes are still in their early stages of development. The transition from traditional jet fuels to SAF or hydrogen will require time, infrastructure development, and substantial investments in research. SAF, although available, is not yet widely adopted due to high costs and limited production capacity. Hydrogen-powered aircraft are still in the research phase and face significant technical challenges, including storage, infrastructure, and energy density issues. The shift to fully sustainable aviation fuel sources is a long-term goal, but it is not yet feasible to completely eliminate fossil fuel use in the sector. For example, the Destination 2050 report (produced by five European associations representing airlines, manufacturers, airports and air navigation service providers) outlines a roadmap to significantly decarbonize the aviation sector by 2030 and achieve net zero CO2 emissions by 2050, and it is estimated that about 6 percent of the measures that will contribute to achieving Net Zero 2050 will come from improving ATM services and airport operations. In fact, ENAV Group's role in air traffic management focuses on optimizing flight paths and operations to reduce fuel consumption and emissions, but it cannot control the type of fuel used by airlines. As the industry continues to develop alternatives, ENAV Group remains committed to supporting innovation, sustainability, and more efficient operations that can gradually reduce the reliance on fossil fuels. In addition, for example, ENAV is a member of the Air Transport Decarbonization Pact, which brings together industrial players, institutional stakeholders, and associations that intend to propose an efficient and sustainable road map to achieve aviation decarbonization goals.

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

Select from:

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

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

The ENAV Group's transition plan is based on several key assumptions and dependencies, which include projections on technological advances and regulatory frameworks in the aviation sector. The plan aligns with the European Union's broader goals for reducing aviation-related emissions under the Single European Sky (SES) initiative, which promotes more efficient flight paths and reduced fuel consumption. ENAV's technology initiatives, such as air traffic management automation and digital tower solutions, are key to promoting efficiency and reducing emissions. In terms of dependencies, ENAV relies on government policies, including EU directives related to decarbonization, and strong cooperation from stakeholders, particularly airlines and airport operators. To address the transition, ENAV has committed to significant investments in technology and innovation. This includes projects such as optimizing arrival sequences and reducing in-flight wait times, which help reduce fuel consumption. The organization is also promoting research into alternative energy sources and improving the efficiency of air navigation services. These initiatives support ENAV's goal to increasingly reduce emissions and maintain the carbon neutrality achieved at the end of 2022 (offsetting the remaining parts with carbon credits); in fact, in 2023, scope 1 and 2 emissions decreased by 86 percent compared to 2019, exceeding and ahead of SBTi's validated targets in 2021.

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

In line with the European ambition and the net zero European aviation by 2050, the climate transition plan (incorporated into the broader sustainability strategy of the ENAV Group) is based on a strategy aimed not only at reducing its direct and indirect climate-altering emissions, but at analyzing and intervening on aspects of the business that can generate a negative impact on the environment and on people's lives. The ENAV Group, aware of its role towards the Country System and the European civil aviation sector, has long been committed to reducing the environmental impact of its activities and considers the protection of the planet an essential objective. The Group's decarbonization strategy, present in the climate transition plan, is divided into two main directions: 1) collaboration with the other actors involved (carriers, airport management companies, aeronautical industry, national and international regulatory bodies, etc.) in order to contribute to the decarbonization of the air transport sector; 2) the reduction of the environmental impact directly generated by the Group's activities. On the second point, the climate transition plan is supported by the validation of the 1.5 aligned reduction climate targets of Scope 1, 2 and 3 emissions by SBTi; at the end of 2023, scope 1 and 2 emissions decreased by 86% compared to 2019, exceeding the -70% target for 2030 in advance and approaching the future Net Zero target for 2050. Therefore, the transition plan also places a strong emphasis on sustainability, particularly through ENAV's ambitious 2021-2024 Sustainability Plan; this plan integrates key ESG (Environmental, Social, Governance) goals, such as reducing carbon emissions and optimizing energy consumption. ENAV's transition plan, which is an integral part of its overall sustainability strategy, is based on a risk assessment framework (taking into account an analysis carried out by a specialist support on acute physical risks that could affect the Group's structures) and climate impact. In the 2023 Sustainability Report where the climate transition plan is outlined, it is possible to observe how the reduction in emissions is the result of various initiatives implemented over the last few years: - purchase of electricity from renewable sources certified by Guarantee of Origin (GO): in 2022 it was 90%, while in 2023 it is 95%; - interventions aimed at making ENAV Group's assets more energy efficient; - progressive increase in the share of energy self-produced from renewable sources; - replacement of the company car fleet with electric/hybrid/plug-in vehicles; - development of research and innovation projects in the energy sector. The plan is supported by internal scenario analyses and corporate governance mechanisms, including monitoring and steering progress, ensuring the ability to adapt and innovate in line with global climate goals.

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

Science Based Targets initiative (SBTi) validation letter_ENAV.pdf

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

Select all that apply

☑ No other environmental issue considered

[Fixed row]

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

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

Select from:

☑ Yes, both strategy and financial planning

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

Select all that apply

☑ Products and services

☑ Upstream/downstream value chain

☑ Investment in R&D

☑ Operations

[Fixed row]

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

Products and services

(5.3.1.1) Effect type

Select all that apply

☑ Risks

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

Select all that apply

☑ Climate change

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

Environmental risks and opportunities have significantly shaped ENAV's strategy, particularly in the area of airspace management and operational efficiency. As concerns about climate change grow, ENAV has proactively integrated environmental considerations into its business model. A key part of this approach is improving airspace efficiency to reduce fuel consumption and aircraft emissions, directly supporting the aviation sector's goal of decarbonizing by 2050. In 2022, ENAV's Industrial Plan was approved, establishing one of its six main objectives: the continuous enhancement of flight efficiency for airlines flying in Italian airspace. This objective is closely linked to the environmental risks posed by climate change and the opportunities arising from adopting innovative technologies to reduce emissions. ENAV's strategy is driven by the need to adapt to environmental pressures while maintaining safety as a priority. In 2023, for example, ENAV implemented the Arrival Manager (AMAN) system at the Milan Area Control Centre (ACC), optimizing the sequencing of arriving aircraft at Milan Malpensa, Milan Linate, and Bergamo Orio al Serio airports. This follows the system's earlier implementation at the Rome ACC in 2022, where it manages flights arriving at Rome Fiumicino airport. The AMAN system has already enabled a reduction of 366 tonnes of fuel in 2023, contributing to lower emissions and supporting ENAV's environmental

objectives. These innovations complement existing systems like FRA-IT Free Route navigation and A-CDM (Airport Collaborative Decision Making), which allow for more efficient and sustainable air traffic management. ENAV's Free Route system, for example, enables airlines to choose the most efficient flight paths, reducing both fuel usage and emissions. By seizing these opportunities, ENAV is not only reducing its environmental impact but also increasing operational efficiency and revenue potential, as these innovations contribute to higher traffic volumes and improved service quality. ENAV's commitment to sustainability is reflected in its alignment with global climate targets and its continuous investment in technologies that support the aviation sector's decarbonization while maintaining the highest safety standards.

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

☑ Risks

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

Select all that apply

☑ Climate change

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

ENAV is indirectly exposed to climate risks through its supply chain and customers, shaping its strategy, particularly in sustainable procurement. By 2023, ENAV achieved its target of engaging 100% of its core suppliers in ESG (Environmental, Social, and Governance) evaluations through an IT platform designed to assess their performance. This platform allows ENAV to analyze ESG data from core suppliers, focusing on those that could present reputational or operational risks. In 2023, ENAV defined a Sustainable Supply Chain Strategy (SSC) aimed at reducing Scope 3 emissions by 13.5% by 2030, thanks not only to the analysis of 2022 results but also to a broader review of supply chain impacts. This strategy actively involves suppliers in reducing their environmental footprint and represents a key step towards mitigating climate risks throughout the value chain. Core suppliers receive detailed reports outlining areas for improvement and recommended corrective actions based on their ESG evaluations. Re-evaluation campaigns are conducted every six months to monitor improvements and ensure continuous progress, contributing to the long-term sustainability of both ENAV's operations and its supply chain. The development of this strategy was included in ENAV's Sustainability Plan 2021-2024, updated and approved by the Board of Directors in 2022. The Sustainable Supply Chain Strategy encourages supplier innovation to minimize environmental impacts, aligning with ENAV's broader commitments under the Paris Agreement and the Sustainable Development Goals (SDGs). ENAV's strategy considers both short- and long-term environmental risks and opportunities. In the short term, the full engagement of core suppliers mitigates immediate risks. Over the longer term, ENAV is adapting its business model to incorporate sustainability more deeply into procurement processes, reducing both direct and indirect environmental impacts across its supply chain.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

☑ Risks

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

Select all that apply

☑ Climate change

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

ENAV is considered one of Europe's "big five" for operational performance and innovation, and a key component of the international air traffic management (ATM) system. As part of its strategic response to environmental risks and opportunities, ENAV participates in research and development activities alongside national and international companies, playing a central role in the Single European Sky program aimed at harmonizing air traffic management across the EU to enhance safety and efficiency. ENAV's strategy integrates both short- and long-term environmental risks and opportunities. In the short term, ENAV's focus on optimizing air routes, reducing aircraft fuel consumption, and deploying innovative technologies to improve infrastructure efficiency directly addresses its exposure to climate-related risks. Long-term, these efforts support the transition to a more sustainable air traffic management system. Examples of this strategic approach include ENAV's investments in the 4Flight operating system, developed in collaboration with France's ANSP DNSA, as well as systems such as AMAN and A-CDM, implemented at several Italian airports. Additionally, ENAV's Free Route air navigation system allows aircraft to fly optimal routes, further reducing emissions. ENAV's commitment to sustainability is also reflected in its efforts to harmonize environmental goals with international frameworks such as the Paris Agreement and Sustainable Development Goals (SDGs). By continually refining its operations, ENAV seeks to maintain its leadership in air traffic management while reducing its environmental footprint across both Scope 1, 2 and 3 emissions. These ongoing innovations are integral to ENAV's long-term strategy to mitigate climate risks and seize new opportunities, ensuring a sustainable future for both the company and the broader aviation sector.

Operations

(5.3.1.1) Effect type

Select all that apply

☑ Risks

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

Select all that apply

☑ Climate change

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

The level of operational safety of air navigation services is an essential priority for ENAV which, in pursuing its institutional and strategic objectives, places the achievement of safety objectives at the forefront. ENAV has defined specific Business Continuity plans, defining the appropriate procedures to be applied in the event of events that lead to a deterioration or interruption of services, in order to preserve their continuity in the various possible emergency scenarios. During 2022, ENAV developed a detailed assessment of the impacts on its business from climate change, analysing the effects on airspace management and service provision at the airports where it operates (as described in the previous questions). However, it should be noted that ENAV's ability to guarantee the pursuit of its business objectives, primarily by ensuring the continuity of its service provision, in the medium to long term is highly interdependent on the resilience of the entire system to the effects of climate change on air transport.
[Add row]

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

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☑ Assets
☑ Revenues
☑ Indirect costs
☑ Access to capital
☑ Capital allocation
☑ Capital expenditures

(5.3.2.2) Effect type

Select all that apply

☑ Risks
☑ Opportunities

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

Select all that apply

☑ Climate change

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

In 2021, ENAV defined a strategy to reduce its direct (scope 1) and indirect (scope 2) emissions by at least 70%, with a commitment to reduce indirect (scope 3) emissions by 13.5%. These scope 3 emissions fall within categories such as Capital goods, Fuel and energy-related activities, and Employee commuting, which accounted for 68% of total scope 3 emissions in the 2019 baseline. All targets were validated by the Science Based Target Initiative in 2021. Environmental risks and opportunities are integrated into ENAV's financial planning, affecting elements like capital expenditures, indirect costs, and resource allocation. For instance, to achieve its targets, ENAV has taken actions to reduce scope 2 emissions through guarantees of origin, certifying that 95% of the electricity purchased in 2023 is renewable, and through carbon credits to offset non-mitigable scope 1 emissions. These measures impact indirect costs and are closely monitored in ENAV's financial planning process. ENAV's investment plans are designed to address environmental risks and opportunities, with substantial resources allocated to the modernization of infrastructure and technology. These investments, totaling hundreds of millions of euros, mitigate climate risks while enhancing safety, service continuity, and energy efficiency. They affect capital expenditures but also reduce energy costs, improving long-term revenue generation by enhancing air traffic management services. A case study example is ENAV's "Free Route" project, which helps airlines reduce emissions by optimizing flight routes. This initiative has lowered aviation emissions and increased ENAV's revenue through higher traffic volumes. Additionally, ENAV's subsidiary D-Flight is contributing to U-Space development, which supports urban mobility through autonomous drone flights, opening new opportunities in the market.
[Add row]

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

	Identification of spending/revenue that is aligned with your organization's climate transition	Methodology or framework used to assess alignment with your organization's climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
	Select from: ☑ Yes	*Select all that apply* ☑ A sustainable finance taxonomy	*Select from:* ☑ At the organization level only

[Fixed row]

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

Row 1

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☑ A sustainable finance taxonomy

(5.4.1.2) Taxonomy under which information is being reported

Select from:

☑ EU Taxonomy for Sustainable Activities

(5.4.1.3) Objective under which alignment is being reported

Select from:

☑ Climate change mitigation

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

Select from:

☑ Yes

(5.4.1.5) Financial metric

Select from:

☑ CAPEX

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

197646.04

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

0.18

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

0.18

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

0.18

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

0.28

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

95.72

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

The ENAV Group, pursuant to the regulatory requirements set forth in the Delegated Act related to Article 8 of the EU Taxonomy Regulation (EU) 2020/852, is required to include in its 2023 Consolidated Disclosure of nonfinancial information the proportion of economic activities (in terms of turnover, capital expenditure (CapEx) and operating expenditure (OpEx) that are eligible and aligned with respect to the first two environmental objectives (climate change mitigation and climate change adaptation) and on the activities only eligible with respect to the other four objectives (sustainable use and protection of water and marine resources, transition to a circular economy, pollution prevention and control, protection and restoration of biodiversity and ecosystems). The ENAV Group, has adopted an accurate methodological approach to proceed with the analysis of its activities, in order to identify which of them could fall within the category of eligible activities following the criteria defined by Regulation (EU) 2020/852, and the subsequent Delegated Acts. In order to calculate the indicators required under Commission Delegated Regulation (EU) 2021/2178, the ENAV Group has carried out the analysis of the data related to turnover, capital expenditure and operating expenditure with reference to the reporting year 2023. - With regard to the calculation of the CapEx KPI, the denominator includes increases in tangible and intangible assets during the financial year before depreciation, amortisation, impairment and any revaluation, excluding changes in fair value. The numerator instead includes the part of capital expenditure that substantially contributes to any environmental objective. Accordingly, a breakdown is made of the capital expenditure allocated to the substantial contribution for each environmental objective. In the specific climate change mitigation objective shown, the percentage aligned in reporting is 0.18 %, the result of Capex in the numerator amounting to 197,646.04 and the denominator amounting to 110,476,000.00
[Add row]

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

(5.4.3.2) Additional contextual information relevant to your taxonomy accounting

Among the additional contextual information relevant to taxonomy alignment, for the share of CAPEX derived from products or services associated with economic activities aligned with the taxonomy on the climate change mitigation objective we find 4.1 "Production of energy electricity through solar photovoltaic technology," 7.3 'Installation, maintenance and repair of energy efficiency devices,' 7.4 "Installation, maintenance and repair of electric vehicle charging stations in buildings (and parking spaces pertaining of buildings).

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

Select from:

☑ No

(5.4.3.4) Please explain why you will not be providing verification/assurance information relevant to your taxonomy alignment in question 13.1

ENAV Group will not be providing verification or assurance information relevant to our taxonomy alignment for the reporting year 2023 because, under the Corporate Sustainability Reporting Directive (CSRD), the assurance requirement will become mandatory starting from 2024. So next year, in line with the directive, the taxonomy will receive assurance.
[Fixed row]

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

	Use of internal pricing of environmental externalities	Environmental externality priced
	Select from: ☑ Yes	*Select all that apply* ☑ Carbon

[Fixed row]

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

Row 1

(5.10.1.1) Type of pricing scheme

Select from:

☑ Shadow price

(5.10.1.2) Objectives for implementing internal price

Select all that apply

☑ Drive low-carbon investment

☑ Identify and seize low-carbon opportunities

(5.10.1.3) Factors considered when determining the price

Select all that apply

☑ Alignment to scientific guidance

☑ Social cost of climate-related impact

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

The calculation methodology for the shadow price of carbon includes several key steps. First, an analysis of historical data on carbon prices is conducted to establish a growth trend. Next, economic models are used to project this trend until 2050, considering variables such as economic growth, inflation, and climate policies. An additional step involves calculating the social cost of carbon, which represents the economic cost of CO2 emissions in terms of environmental, health, and social damages. Furthermore, scenario simulations are created based on different levels of regulation and technological innovation to see how these factors influence the carbon price. Finally, a weighted average of the different scenarios is used to arrive at a more accurate shadow price of carbon. The main assumptions made in this process include steady economic growth, the adoption of increasingly stringent climate policies, continuous technological advancement that reduces the costs of emission reduction technologies, and the use of the starting value of the shadow price of carbon indicated by the EIB for 2020, which is EUR 80 per tonne of CO2.

(5.10.1.5) Scopes covered

Select all that apply

☑ Scope 1

☑ Scope 2

☑ Scope 3, other (upstream)

☑ Scope 3, other (downstream)

(5.10.1.6) Pricing approach used – spatial variance

Select from:

☑ Uniform

(5.10.1.8) Pricing approach used – temporal variance

Select from:

☑ Evolutionary

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

The reference is the Proposed EIB shadow cost of carbon 2020 to 2050, which is expected to grow steadily until 2050. In detail, shadow cost of carbon will amount to approximately EUR 250 per tonne of CO2 in 2030 and EUR 800 per tonne of CO2 in 2050. In detail, the shadow cost of carbon will be around EUR 250 per tonne of CO2 in 2030 and EUR 800 per tonne of CO2 in 2050. The minimum value indicated in the following points is the shadow cost of carbon indicated by the EIB with reference to 2020, equivalent to EUR 80, while the maximum value is the shadow cost of carbon indicated by the EIB with reference to 2030, (which is the time horizon of ENAV's Future Sky Strategic Plan), assumed to be EUR 250, with an increase of 212.5%.

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

80

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

250

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

Select all that apply

☑ Risk management

☑ Opportunity management

☑ Value chain engagement

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

Select from:

☑ No

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

0

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

Select from:

☑ No

[Add row]

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

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Customers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Investors and shareholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Other value chain stakeholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change

[Fixed row]

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

	Assessment of supplier dependencies and/or impacts on the environment
Climate change	*Select from:* ☑ No, we do not currently assess the dependencies and/or impacts of our suppliers, but we plan to do so within the next two years

[Fixed row]

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

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

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

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

Select from:

☑ We engage with all suppliers

(5.11.2.4) Please explain

ENAV does not prioritize suppliers based on environmental issues because, according to the procurement regulations and the Code of Public Contracts, supplier selection and engagement are primarily guided by criteria related to technical capability, cost, and compliance with legal standards. While ENAV integrates environmental considerations into its procurement processes as part of its overall sustainability strategy, the focus remains on meeting regulatory requirements and

ensuring the technical and economic efficiency of suppliers. Environmental priorities are addressed through compliance with applicable regulations and integration into standard operational procedures rather than through a specific prioritization of suppliers.
[Fixed row]

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

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☑ Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☑ Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

As stipulated in ENAV's Supplier Code of Conduct, ENAV asks its suppliers to undertake to reduce the environmental impact of their products and services and to respect ecosystems and biodiversity. ENAV S.p.A. suppliers are required to comply with all environmental laws and regulations, including those governing the handling of solid and hazardous substances and waste, as well as the management, utilisation and disposal of waste water, emissions into the atmosphere and noise pollution. ENAV encourages its suppliers to monitor their environmental sustainability policies on an ongoing basis and to improve them, paying particular attention to the reduction, reuse and recycling of their waste. ENAV particularly recommends that their suppliers whose manufacturing processes have a strong impact on the environment adopt international standards and obtain certain certifications in the areas of environmental management systems (ISO14001, EMAS etc.) and products (EPD, Ecolabel etc.). Furthermore, ENAV S.p.A. advises its suppliers to put additional measures in place to counter climate risk in particular, such as reducing CO2 emissions, fostering sustainable mobility and, where applicable, adopting a smart or remote working policy.
[Fixed row]

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

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Environmental disclosure through a non-public platform

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Certification

☑ Supplier scorecard or rating

☑ Supplier self-assessment

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

Select from:

☑ 100%

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

Select from:

☑ 76-99%

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

Select from:

☑ Less than 1%

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

Select from:

☑ Less than 1%

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

Select from:

☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

☑ None

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

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

(5.11.6.12) Comment

ENAV requires all Tier 1 suppliers to meet specific environmental requirements, including environmental disclosure through a non-public platform. Compliance is monitored through various mechanisms, such as certification, supplier scorecards, and self-assessments. Currently, 76-99% of Tier 1 suppliers by procurement spend comply with these requirements, and less than 1% of supplier-related Scope 3 emissions are attributable to these suppliers. In cases of non-compliance, ENAV retains and engages with suppliers, assessing their corrective actions through consistent and quantified metrics. This approach ensures that environmental considerations are integrated into ENAV's purchasing process and that suppliers are held accountable for their environmental performance.
[Add row]

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

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Emissions reduction

(5.11.7.3) Type and details of engagement

Innovation and collaboration

☑ Run a campaign to encourage innovation to reduce environmental impacts on products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

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

Select from:

☑ 76-99%

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

Select from:

☑ 1-25%

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

For the ENAV Group, sustainability is fundamental in managing supplier relationships, as it encompasses the entire value chain. In 2022, ENAV began engaging strategic suppliers through the Ecomate platform, enabling them to complete a 196-question self-assessment focused on environmental, climate, and emissions-related issues. This first engagement involved 77% of core suppliers, surpassing the target of 75%, and provided valuable insights into suppliers' ESG awareness and actions. Building on these results, in 2023, ENAV conducted a thorough analysis of the outcomes obtained in 2022 as the basis for developing a sustainable procurement strategy. This analysis provided a deeper understanding of supplier performance in environmental areas, identifying strengths and opportunities for improvement. The aim is to create a long-term strategy for a sustainable supply chain that ensures continued progress on environmental practices throughout the supplier network. The engagement strategy has focused on ensuring that suppliers are fully aligned with ENAV's environmental goals, particularly in terms of emissions reductions and climate-related risks. The Ecomate platform has been instrumental in tracking supplier performance, offering each supplier a comprehensive report with actionable recommendations. These reports help suppliers identify critical areas for improvement and provide clear pathways toward enhancing their environmental performance. In particular, ENAV's efforts in 2023 have concentrated on integrating the lessons learned from the initial engagement to refine and shape a more robust sustainable supply chain strategy, ensuring that improvements made in 2022 can be scaled and sustained over time. The success of this approach is measured by various indicators, including supplier participation, the percentage of core suppliers engaged, and the tangible environmental outcomes achieved, such as emissions reductions. The 100% engagement rate reached in 2023 underscores the effectiveness of ENAV's supplier engagement process, which

has not only increased awareness but also driven real change in supplier practices. As ENAV moves forward, the focus remains on the continuous development of a sustainable supply chain. ENAV's ongoing commitment to supplier engagement and sustainable procurement ensures that the positive environmental outcomes will grow and align with its long-term sustainability goals.

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

Select from:

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

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

Select from:

☑ Yes

[Add row]

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

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Innovation and collaboration

☑ Run a campaign to encourage innovation to reduce environmental impacts

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ Less than 1%

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

In this answer, we refer to airlines as entities benefiting from the air navigation assistance services provided by ENAV. We do not consider here customers related to the non-regulated market (services other than air navigation assistance services) such as aeronautical consultancy services carried out for other ANSPs (e.g., airspace restructuring) or other services provided to national and international regulatory authorities and bodies other than the Italian ones.

(5.11.9.6) Effect of engagement and measures of success

With specific reference to customers of ATM services provided by ENAV (airlines), ENAV involves its customers on an annual basis through a 'customer survey' in which feedback is requested on the level of performance of the ATM service provided during the reference year. This customer survey investigates airlines' satisfaction with ENAV's performance. A satisfactory response threshold is above 60%. The criteria by which ENAV (like the other European ANSPs) is assessed in this survey take up the performance indicators introduced some time ago at a European level (safety, capacity, environment, cost efficiency). The "environment" domain refers to all the measures that ENAV implements to enable the reduction of emissions from aircraft and, therefore, to the benefit of airlines (which are ENAV's customers).
[Add row]

C6. Environmental Performance - Consolidation Approach

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

Climate change

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

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

ENAV Group has chosen the operational control consolidation approach of the GHG Protocol for measuring greenhouse gas emissions to ensure precise monitoring and effective management of emissions from operations under its direct control. This approach allows ENAV to promptly implement and monitor operational policies and emission reduction strategies, enhancing compliance with environmental regulations and transparency with stakeholders. The flexibility of operational control enables ENAV to quickly adapt to new technologies and opportunities for continuous improvement in environmental performance.

Plastics

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

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

For environmental issues, ENAV Group uses the operational control consolidation approach. However, plastic usage is not reported because it is not a significant source of greenhouse gas emissions within the scope of their primary operational activities.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

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

For environmental issues, ENAV Group uses the operational control consolidation approach. While biodiversity is currently not reported, it is an area of ongoing development and is expected to become a significant focus in the coming years.
[Fixed row]

C7. Environmental performance - Climate Change

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

Select from:
☑ No

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

	Has there been a structural change?
	Select all that apply ☑ No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?
	Select all that apply ☑ No

[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply

☑ ISO 14064-1

☑ Bilan Carbone

☑ The Greenhouse Gas Protocol: Scope 2 Guidance

☑ IPCC Guidelines for National Greenhouse Gas Inventories, 2006

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

☑ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

☑ Defra Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019

☑ Other, please specify **:**ISPRA 2023 (Istituto Superiore per la Protezione e la Ricerca Ambientale); AIB 2022 – European Residual Mixes.

(7.3) Describe your organization’s approach to reporting Scope 2 emissions.

(7.3.1) Scope 2, location-based

Select from:

☑ We are reporting a Scope 2, location-based figure

(7.3.2) Scope 2, market-based

Select from:

☑ We are reporting a Scope 2, market-based figure

(7.3.3) Comment

Scope 2 emissions inherent in electricity consumption are calculated according to the Location Based methodology using emission factors published by ISPRA (Istituto Superiore per la Protezione e la Ricerca Ambientale) 2023 and according to the Market Based methodology using emission factors published by AIB 2022 - European Residual Mixes.

[Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

Select from:
☑ No

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

4781.31

(7.5.3) Methodological details

In 2021, Scope 1 emissions were calculated according to the methodology deduced from the GHG Protocol using emission factors published by DEFRA (Department for Environment Food & Rural Affairs) 2021. Specifically, Scope 1 emissions in 2021 were broken down as follows: Direct emissions from stationary combustion (1,621.95 tons CO2e); Direct emissions from mobile combustion (1,954.48 tons CO2e); Refrigerants (1,204.89 tons CO2e).

Scope 2 (location-based)

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

17571.71

(7.5.3) Methodological details

In 2021, Scope 2 emissions according to the Location Based methodology deduced from "GHG Protocol Scope 2 Guidance" inherent in electricity consumption were calculated using emission factors published by Ispra (Istituto Superiore per la Protezione e la Ricerca Ambientale) 2021.

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

23891.23

(7.5.3) Methodological details

In 2021, Scope 2 emissions according to the market-based methodology deduced by "GHG Protocol Scope 2 Guidance" inherent in electricity consumption were calculated using emission factors published by AIB 2020 European Residual Mixes; while for electricity covered by guarantees of origin (GO), a specific factor modeled in Ecoinvent 3.7.1 was used.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

12134.49

(7.5.3) Methodological details

In 2021, Scope 3 "Purchased goods and services" emissions were calculated according to the methodology dictated by the GHG Protocol, specifically the document "Technical Guidance for Calculating Scope 3 Emissions," using the "spend-based" approach and the Bilan Carbone emission factors and GHG Evaluator 2016.

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

28601.97

(7.5.3) Methodological details

In 2021, Scope 3 "Capital Goods" emissions were calculated according to the methodology deduced from the GHG Protocol, specifically the document "Technical Guidance for Calculating Scope 3 Emissions," using the spend-based approach and the Bilan Carbone emission factors.

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

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

5568.92

(7.5.3) Methodological details

In 2021,Scope 3 emissions "Fuel-and-energy-related activities (not included in Scope 1 or 2)" were calculated according to the methodology dictated by the GHG Protocol, specifically the document "Technical Guidance for Calculating Scope 3 Emissions," using the "Average data method" approach and emission factors published by DEFRA.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

67.71

(7.5.3) Methodological details

In 2021,Scope 3 "Upstream transportation and distribution" emissions were calculated according to the methodology dictated by the GHG Protocol, specifically the document "Technical Guidance for Calculating Scope 3 Emissions," using the "Distance-based method" approach and emission factors published by DEFRA.

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

93.68

(7.5.3) Methodological details

In 2021,Scope 3 emissions "Waste generated in operations" were calculated according to the methodology dictated by the GHG Protocol, specifically the document "Technical Guidance for Calculating Scope 3 Emissions," using the "Waste-type-specific method" approach and the ecoinvent 3.7.1 emission factors, IPCC 2021 method: GWP 100

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

443.19

(7.5.3) Methodological details

In 2021,Scope 3 "Business travel" emissions were calculated according to the methodology dictated by the GHG Protocol, specifically the document "Technical Guidance for Calculating Scope 3 Emissions," using the "distance-based method" and emission factors published by DEFRA

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

7086.22

(7.5.3) Methodological details

In 2021,Scope 3 "Employee commuting" emissions were calculated according to the methodology dictated by the GHG Protocol, specifically the document "Technical Guidance for Calculating Scope 3 Emissions," using the distance-based method and ecoinvent 3.7.1, IPCC 2021 method emission factors: GWP 100

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

ENAV does not operate upstream leased assets, so this category was not reported.

Scope 3 category 9: Downstream transportation and distribution

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

ENAV is not a manufacturing company. ENAV provides air traffic control and supporting services, therefore no product downstream distribution and transportation take place, so this category was not reported.

Scope 3 category 10: Processing of sold products

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

ENAV is not a manufacturing company and therefore no processing of sold products takes place, so this category was not reported.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

ENAV is not a manufacturing company and therefore no use of sold products takes place, so this category was not reported.

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

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

ENAV is not a manufacturing company and therefore no end-of-life treatment of sold products takes place, so this category was not reported.

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

ENAV does not own downstream leased assets, so this category was not reported.

Scope 3 category 14: Franchises

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

ENAV does not own franchises, so this category was not reported.

Scope 3 category 15: Investments

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

The category is not relevant and not applicable to the organization due to the fact that ENAV does not provide financial services, does not have joint venture and does not operate investments.

Scope 3: Other (upstream)

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

ENAV does not have any emissions associated with upstream that are not already report-ing within the scope 3 categories.

Scope 3: Other (downstream)

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

ENAV does not have any emissions associated with upstream that are not already report-ing within the scope 3 categories.
[Fixed row]

(7.6) What were your organization’s gross global Scope 1 emissions in metric tons CO2e?

Reporting year

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

3782.62

(7.6.3) Methodological details

In 2023, Scope 1 emissions were calculated according to the methodology deduced from the GHG Protocol using emission factors published by DEFRA (Department for Environment Food & Rural Affairs) 2023. Specifically, Scope 1 emissions in 2023 were broken down as follows: Direct emissions from stationary combustion (1,197.93 tons CO2e); Direct emissions from mobile combustion (1,896.74 tons CO2e); Refrigerants (687.94 tons CO2e).

Past year 1

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

4300.28

(7.6.2) End date

12/30/2022

(7.6.3) Methodological details

In 2022, Scope 1 emissions were calculated according to the methodology deduced from the GHG Protocol using emission factors published by DEFRA (Department for Environment Food & Rural Affairs) 2022. Specifically, Scope 1 emissions in 2022 were broken down as follows: Direct emissions from stationary combustion (1,408.30 tons CO2e); Direct emissions from mobile combustion (2,005.65 tons CO2e); Refrigerants (886.32 tons CO2e).

Past year 2

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

4781.31

(7.6.2) End date

12/30/2021

(7.6.3) Methodological details

In 2021, Scope 1 emissions were calculated according to the methodology deduced from the GHG Protocol using emission factors published by DEFRA (Department for Environment Food & Rural Affairs) 2021. Specifically, Scope 1 emissions in 2021 were broken down as follows: Direct emissions from stationary combustion (1,621.95 tons CO2e); Direct emissions from mobile combustion (1,954.48 tons CO2e); Refrigerants (1,204.89 tons CO2e).
[Fixed row]

(7.7) What were your organization’s gross global Scope 2 emissions in metric tons CO2e?

Reporting year

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

16783.14

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

1372.68

(7.7.4) Methodological details

Scope 2 emissions inherent in electricity consumption are calculated according to the Location Based methodology using emission factors published by ISPRA (Istituto Superiore per la Protezione e la Ricerca Ambientale) 2023 and according to the Market Based methodology using emission factors published by AIB 2022 - European Residual Mixes.

Past year 1

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

17383.39

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

3004.64

(7.7.3) End date

12/30/2022

(7.7.4) Methodological details

Scope 2 emissions inherent in electricity consumption are calculated according to the Location Based methodology using emission factors published by ISPRA (Istituto Superiore per la Protezione e la Ricerca Ambientale) 2022 and according to the Market Based methodology using emission factors published by AIB 2021 - European Residual Mixes.

Past year 2

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

17571.73

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

23891.23

(7.7.3) End date

12/30/2021

(7.7.4) Methodological details

Scope 2 emissions inherent in electricity consumption are calculated according to the Location Based methodology using emission factors published by ISPRA (Istituto Superiore per la Protezione e la Ricerca Ambientale) 2021 and according to the Market Based methodology using emission factors published by AIB 2020- European Residual Mixes.
[Fixed row]

(7.8) Account for your organization’s gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

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

13843.71

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Spend-based method

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

0

(7.8.5) Please explain

Methodology applied: Spend-based method Boundary: Company wide Source Factors: Base Carbone v.23.2.0 and GHG Evaluator 2016 Emissions for purchased goods and services were calculated covering the entire organization by going to data on the economic value of goods and multiplying by appropriate secondary cradle to gate emission factors (average emissions per monetary value of goods by Bilan Carbone, tonCO2/eur).

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

33529.69

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Spend-based method

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

0

(7.8.5) Please explain

Methodology applied: Spend-based method Boundary: Company wide Source Factors: Base Carbone v.23.2.0 Emissions for capital goods were calculated covering the entire organization by going to collect data on the economic value of goods and multiplying by appropriate secondary cradle to gate emission factors (average emissions per monetary value of goods by Base Carbone, tonCO2/eur).

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

930.17

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

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

0

(7.8.5) Please explain

Methodology applied: Average data method Boundary: Company wide Source Factors: DEFRA 2023 Emissions for fuel and energy related activities were calculated by going to collect data on electricity consumption and each fuel type and multiplying by appropriate "Well to tank" secondary emission factors (DEFRA 2023).

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

47.05

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

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

100

(7.8.5) Please explain

Methodology applied: Distance-based method Boundary: Company wide Source Factors: DEFRA 2023 Emissions for transport related to purchased goods were calculated covering the entire organization by going to mass and distance (annual total mass transferred for each route) and mode of transport data (made by ferry, truck and vans). Everything was then multiplied by appropriate "Well to wheel" secondary emission factors (DEFRA 2023). In this category, the percentage of emissions calculated using data obtained from value chain partners is 100%, in fact we use data provided by partners for transport modes.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

4.67

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Waste-type-specific method

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

0

(7.8.5) Please explain

Methodology applied: Waste-type-specific method Boundary: Company wide Source Factors: ecoinvent 3.8, IPCC 2021 method: GWP 100 Emissions for waste were calculated covering the entire organization by going out and collecting data on the mass and type of waste treated. Everything was then multiplied by appropriate cradle to gate secondary emission factors (ecoinvent 3.8)

Business travel

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

1674.23

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

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

0

(7.8.5) Please explain

Methodology applied: Distance-based method Boundary: Company wide Source Factors: DEFRA 2023 Emissions for business trips were calculated covering the entire organization by going to collect data on the distance and type of vehicle used, then multiplying by appropriate "Well to wheel" secondary emission factors (DEFRA 2023).

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

6507.95

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

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

0

(7.8.5) Please explain

Methodology applied: Distance-based method Boundary: Company wide Source Factors: ecoinvent 3.8, IPCC 2021 method: GWP 100 Emissions for employee commuting were calculated covering the entire organization by going to collect data on each employee's average home-to-work distance and average commuting means, then multiplying by appropriate “Well to wheel” secondary emission factors (ecoinvent 3.8)

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

ENAV does not operate upstream leased assets, so this category was not reported.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

ENAV is not a manufacturing company. ENAV provides air traffic control and supporting services, therefore no product downstream distribution and transportation take place, so this category was not reported.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

ENAV is not a manufacturing company and therefore no processing of sold products takes place, so this category was not reported.

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

ENAV is not a manufacturing company and therefore no use of sold products takes place, so this category was not reported.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

ENAV is not a manufacturing company and therefore no end-of-life treatment of sold products takes place, so this category was not reported.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

ENAV does not own downstream leased assets, so this category was not reported.

Franchises

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

ENAV does not have any franchises, so this category is not relevant.

Investments

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The category is not relevant and not applicable to the organization due to the fact that ENAV does not provide financial services, does not have joint venture and does not operate investments.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

ENAV does not have any emissions associated with upstream that are not already report-ing within the scope 3 categories.

Other (downstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

ENAV does not have any emissions associated with upstream that are not already report-ing within the scope 3 categories.
[Fixed row]

(7.8.1) Disclose or restate your Scope 3 emissions data for previous years.

Past year 1

(7.8.1.1) End date

12/30/2022

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

12513.23

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

31902.66

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

1319.17

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

47.62

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

38.28

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

1257.11

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

7289.93

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

0

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

0

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

0

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

0

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

0

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

0

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

0

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

0

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

0

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

0

(7.8.1.19) Comment

The method used to calculate emissions uses the emission factors of the Department for Environment Food & Rural Affairs (DEFRA) 2022, Ecoinvent 3.8 and Base Carbone. It should be noted that in 2022, the methodology for calculating emissions from the consumption of electricity from Guarantees of Origin (GO) for the calculation of "Fuel- and EnergyRelated Activities" was updated. This methodology was also applied to the 2021 figure, in order to report a value as accurate and comparable to the next reporting years as possible. The previously reported 2021 figure was 6,994.05 tCO2e.

Past year 2

(7.8.1.1) End date

12/30/2021

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

12134.49

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

28601.97

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

5568.92

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

67.71

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

93.68

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

443.19

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

7086.22

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

0

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

0

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

0

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

0

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

0

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

0

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

0

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

0

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

0

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

0

(7.8.1.19) Comment

The method used to calculate emissions uses the emission factors of the Department for Environment Food & Rural Affairs (DEFRA) 2021, Ecoinvent 3.71. and Base Carbone. It should be noted that in 2022, the methodology for calculating emissions from the consumption of electricity from Guarantees of Origin (GO) for the calculation of "Fuel- and EnergyRelated Activities" was updated. This methodology was also applied to the 2021 figure, in order to report a value as accurate and comparable to the next reporting years as possible. The previously reported 2021 figure was 6,994.05 tCO2e.
[Fixed row]

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

	Verification/assurance status
Scope 1	*Select from:* ☑ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	*Select from:* ☑ Third-party verification or assurance process in place
Scope 3	*Select from:* ☑ Third-party verification or assurance process in place

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:

☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.1.4) Attach the statement

ENAV_2023_Sustainability Report (With Verification Statement).pdf

(7.9.1.5) Page/section reference

Scope 1 emissions: Pag. 50 The independent audit firm on the Sustainability Report: Pag. 182 Reporting process and scope included in the third party verification process: Pag. 178 - 179

(7.9.1.6) Relevant standard

Select from:

☑ ISAE3000

(7.9.1.7) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:
☑ Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:
☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:
☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:
☑ Limited assurance

(7.9.2.5) Attach the statement

ENAV_2023_Sustainability Report (With Verification Statement).pdf

(7.9.2.6) Page/ section reference

Scope 2 Location Based: Pag. 50 The independent audit firm on the Sustainability Report: Pag. 182 Reporting process and scope included in the third party verification process: Pag. 178 - 179

(7.9.2.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.2.8) Proportion of reported emissions verified (%)

100

Row 2

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.2.5) Attach the statement

ENAV_2023_Sustainability Report (With Verification Statement).pdf

(7.9.2.6) Page/ section reference

Scope 2 Market Based: Pag. 50 The independent audit firm on the Sustainability Report: Pag. 182 Reporting process and scope included in the third party verification process: Pag. 178 - 179

(7.9.2.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.2.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

☑ Scope 3: Capital goods

☑ Scope 3: Business travel

☑ Scope 3: Employee commuting

☑ Scope 3: Purchased goods and services

☑ Scope 3: Waste generated in operations

☑ Scope 3: Upstream transportation and distribution

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

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:
☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:
☑ Limited assurance

(7.9.3.5) Attach the statement

ENAV_2023_Sustainability Report (With Verification Statement).pdf

(7.9.3.6) Page/section reference

Scope 3: Pag. 130 The independent audit firm on the Sustainability Report: Pag. 182 Reporting process and scope included in the third party verification process: Pag. 178 - 179

(7.9.3.7) Relevant standard

Select from:
☑ ISAE3000

(7.9.3.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:

☑ Decreased

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

1631.96

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

22.3

(7.10.1.4) Please explain calculation

*The reduction in emissions is linked to the increase in coverage of renewable electricity consumed and general energy efficiency. Specifically, in 2023 the share of purchased renewable energy is 95%, while in 2022 it is 90%. The calculation of the figure in the Emission value (percentage) column is as follows: (1631.96 /7304.92)*100 22.3%*

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

517.67

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

7.1

(7.10.1.4) Please explain calculation

*This reduction is a direct effect of decreased energy consumption (aera fleet fuels), lower refrigerant gas leakage, and a reduction in natural gas consumption due to boiler replacements. The calculation of the figure in the Emission value (percentage) column is as follows: (517.67 /7304.92)*100 7.1%*

Divestment

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No divestments occurred in 2023

Acquisitions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No acquisitions occurred in 2023

Mergers

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No mergers occurred in 2023

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No change in output occurred in 2023

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No changes in methodology in 2023

Change in boundary

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No changes in boundary in 2023

Change in physical operating conditions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No changes in physical operating conditions in 2023

Unidentified

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not applicable

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not applicable
[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:
☑ Market-based

(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Select from:
☑ No

(7.15) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Select from:
☑ Yes

(7.15.1) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:
☑ CO2

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

3760.58

(7.15.1.3) GWP Reference

Select from:

☑ IPCC Fifth Assessment Report (AR5 – 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:

☑ CH4

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

4.15

(7.15.1.3) GWP Reference

Select from:

☑ IPCC Fifth Assessment Report (AR5 – 100 year)

Row 3

(7.15.1.1) Greenhouse gas

Select from:

☑ N2O

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

17.89

(7.15.1.3) GWP Reference

Select from:

☑ IPCC Fifth Assessment Report (AR5 – 100 year)
[Add row]

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

	Scope 1 emissions (metric tons CO2e)	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Italy	*3782.62*	*16783.14*	*1372.68*

[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply
☑ By activity

(7.17.3) Break down your total gross global Scope 1 emissions by business activity.

	Activity	Scope 1 emissions (metric tons CO2e)
Row 1	*Offices and structures*	*1885.87*
Row 2	*Airplanes*	*1241.8*
Row 3	*Cars*	*654.94*

[Add row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply

☑ By business division

(7.20.1) Break down your total gross global Scope 2 emissions by business division.

	Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*ENAV S.p.A.*	*16783.14*	*1372.68*

[Add row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

3782.62

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

16783.14

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

1372.68

(7.22.4) Please explain

All climate emissions are associated with the consolidated accounting group; in fact, all emissions are calculated at the ENAV Group level.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

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

0

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

0

(7.22.4) Please explain

All emissions are calculated at the Group level. Thus, there are no other emissions related to other entities.
[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:
☑ No

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:
☑ More than 0% but less than or equal to 5%

(7.30) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	*Select from:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:* ☑ No
Consumption of purchased or acquired steam	*Select from:* ☑ No
Consumption of purchased or acquired cooling	*Select from:* ☑ No
Generation of electricity, heat, steam, or cooling	*Select from:* ☑ Yes

[Fixed row]

(7.30.1) Report your organization’s energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

14112.4

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

14112.4

Consumption of purchased or acquired electricity

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

59644.33

(7.30.1.3) MWh from non-renewable sources

3002.69

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

62647.02

Consumption of self-generated non-fuel renewable energy

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

313.1

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

313.1

Total energy consumption

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

59957.43

(7.30.1.3) MWh from non-renewable sources

17115.09

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

77072.52
[Fixed row]

(7.30.6) Select the applications of your organization’s consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	*Select from:* ☑ No
Consumption of fuel for the generation of heat	*Select from:* ☑ No
Consumption of fuel for the generation of steam	*Select from:* ☑ No
Consumption of fuel for the generation of cooling	*Select from:* ☑ No
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ No

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Heating value

Select from:

☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

N/A

Other biomass

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

N/A

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

N/A

Coal

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

N/A

Oil

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

N/A

Gas

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

5120.06

(7.30.7.8) Comment

The Natural gas is related to the consumption in Office and structures.

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

8992.3

(7.30.7.8) Comment

The other fuels are: Diesel, Petrol and Aviation Turbin Fuel.

Total fuel

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

14112.36

(7.30.7.8) Comment

The total fuel considered, takes into account consumption for offices and structures, automobiles and air fleet.
[Fixed row]

(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

Electricity

(7.30.9.1) Total Gross generation (MWh)

313.1

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

313.1

(7.30.9.3) Gross generation from renewable sources (MWh)

313.1

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

313.1

Heat

(7.30.9.1) Total Gross generation (MWh)

0

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

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

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

0

Steam

(7.30.9.1) Total Gross generation (MWh)

0

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

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

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

0

Cooling

(7.30.9.1) Total Gross generation (MWh)

0

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

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

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

0
[Fixed row]

(7.30.14) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in 7.7.

Row 1

(7.30.14.1) Country/area

Select from:
☑ Italy

(7.30.14.2) Sourcing method

Select from:
☑ Unbundled procurement of energy attribute certificates (EACs)

(7.30.14.3) Energy carrier

Select from:
☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:
☑ Renewable energy mix, please specify **:**The renewable mix includes: biomass in various forms and hydropower

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

59644.3

(7.30.14.6) Tracking instrument used

Select from:

☑ GO

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ Italy

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2022

(7.30.14.10) Comment

ENAV holds a Guarantee of Origin (GO) certificate purchased in 2023 for 59,644.3 MWh of electricity and the related “Cancellation certificates”. The renewable mix includes: biomass in various forms and hydropower.

Row 2

(7.30.14.1) Country/area

Select from:

☑ Italy

(7.30.14.2) Sourcing method

Select from:

☑ Other, please specify :Self produce renewable electricity

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Solar

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

313.1

(7.30.14.6) Tracking instrument used

Select from:

☑ Other, please specify :Certified Metering Devices

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ Italy

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2022

(7.30.14.10) Comment

ENAV produced 313.1 MWh of electricity from renewable sources (solar) in 2023.
[Add row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Italy

(7.30.16.1) Consumption of purchased electricity (MWh)

62647.02

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

313.09

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

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

62960.11
[Fixed row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

0.0000051553

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

5155.3

(7.45.3) Metric denominator

Select from:
☑ unit total revenue

(7.45.4) Metric denominator: Unit total

1000003000

(7.45.5) Scope 2 figure used

Select from:
☑ Market-based

(7.45.6) % change from previous year

33.35

(7.45.7) Direction of change

Select from:
☑ Decreased

(7.45.8) Reasons for change

Select all that apply
☑ Change in renewable energy consumption

☑ Other emissions reduction activities

(7.45.9) Please explain

The reported intensity figure has decreased from the previous one due to a number of initiatives: purchase of electricity from renewable sources certified by Guarantee of Origin (GO) covers 95% of the Group's electricity needs; while in the previous year it was 90% and interventions aimed at energy efficiency of ENAV Group's assets.
[Add row]

(7.52) Provide any additional climate-related metrics relevant to your business.

Row 1

(7.52.1) Description

Select from:
☑ Waste

(7.52.2) Metric value

146.36

(7.52.3) Metric numerator

ton

(7.52.4) Metric denominator (intensity metric only)

NA

(7.52.5) % change from previous year

49.65

(7.52.6) Direction of change

Select from:

☑ Decreased

(7.52.7) Please explain

In 2023 ENAV generated 146.36 ton of wastes: 5.03 sent for disposal 141.33 sent for recovery In 2022 ENAV generated 290.74 ton of wastes: 58.91 sent for disposal 231.83 sent for recovery
[Add row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

☑ Absolute target

(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.

Row 1

(7.53.1.1) Target reference number

Select from:

☑ Abs 1

(7.53.1.2) Is this a science-based target?

Select from:

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

(7.53.1.3) Science Based Targets initiative official validation letter

Science Based Targets initiative (SBTi) validation letter_ENAV.pdf

(7.53.1.4) Target ambition

Select from:

☑ 1.5°C aligned

(7.53.1.5) Date target was set

11/25/2021

(7.53.1.6) Target coverage

Select from:

☑ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

☑ Methane (CH4)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.53.1.9) Scope 2 accounting method

Select from:

☑ Market-based

(7.53.1.11) End date of base year

12/30/2019

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

4316

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

34500.33

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

0.000

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

38816.330

(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

100

(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

100

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

100

(7.53.1.54) End date of target

12/30/2030

(7.53.1.55) Targeted reduction from base year (%)

70

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

11644.899

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

3782.62

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

1372.68

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

5155.300

(7.53.1.78) Land-related emissions covered by target

Select from:

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

(7.53.1.79) % of target achieved relative to base year

123.88

(7.53.1.80) Target status in reporting year

Select from:

☑ Achieved

(7.53.1.82) Explain target coverage and identify any exclusions

In reaching this emission reduction target, the sum of Scope1 and Scope2 market based was covered and there were no exclusions in the calculation. Furthermore, this target of 70% reduction of Scope 1 and 2 emissions compared to the 2019 base year is part of a wider carbon neutrality goal for Scope 1 and 2; in fact, the remaining part of the unreduced emissions (around 15%) were offset through carbon credits (VERRA certificates) related to two environmental protection projects.

(7.53.1.83) Target objective

ENAV's commitment to the environment and combating climate change is based on a strategy aimed at reducing its Carbon Footprint and in supporting the decarbonization of the air transport sector. With this in mind, the scope 1 and 2 emission reduction target validated by SBTi is closely linked to ENAV's strategy in reducing its Carbon Footprint. Reducing scope 1 and 2 emissions enables ENAV to actively contribute to climate change mitigation while strengthening its position in the aviation industry. ENAV's emissions reduction goal is intrinsically linked to the overall strategy of sustainability and environmental responsibility, representing a crucial step toward the vision of a low-carbon future.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ No

(7.53.1.86) List the emissions reduction initiatives which contributed most to achieving this target

The initiatives which contributed most to the emissions reductions achieved over the lifetime of the target were: - conversion of electricity purchase contracts, which has enabled approximately 95% of the electricity purchased by the Group to be obtained from renewable sources certified with a Guarantee of Origin (GO); - interventions aimed at improving the energy efficiency of Group assets (e.g. installation of LED lighting systems with command and control domotics, modernisation of air conditioning systems, etc.); - installation of systems for the production of electrical energy from renewable sources (mainly photovoltaic systems, but also wind and geothermal energy) in the Group's offices and remote sites; - replacement of the company car fleet with electric / hybrid / plug-in vehicles; - research and innovation projects in the energy field (wind power plants, research project for the production of green hydrogen from photovoltaic plants, experimental project to replace traditional diesel fuel for powering emergency generators with HVO (Hydrotreated Vegetable Oil) fuel.

Row 2

(7.53.1.1) Target reference number

Select from:

☑ Abs 2

(7.53.1.2) Is this a science-based target?

Select from:

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

(7.53.1.3) Science Based Targets initiative official validation letter

Science Based Targets initiative (SBTi) validation letter_ENAV.pdf

(7.53.1.4) Target ambition

Select from:

☑ 1.5°C aligned

(7.53.1.5) Date target was set

11/25/2021

(7.53.1.6) Target coverage

Select from:

☑ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

☑ Methane (CH4)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 3

(7.53.1.10) Scope 3 categories

Select all that apply

☑ Scope 3, Category 2 – Capital goods

☑ Scope 3, Category 3 – Fuel- and energy- related activities (not included in Scope 1 or 2)

☑ Scope 3, Category 7 – Employee commuting

(7.53.1.11) End date of base year

12/30/2019

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

31446

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

6748

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

6290

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

44484.000

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

44484.000

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

70.7

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

15.2

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

14.1

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

68.26

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

68.26

(7.53.1.54) End date of target

12/30/2030

(7.53.1.55) Targeted reduction from base year (%)

13.5

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

38478.660

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

33529.69

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

930.17

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

6507.95

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

40967.810

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

40967.810

(7.53.1.78) Land-related emissions covered by target

Select from:

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

(7.53.1.79) % of target achieved relative to base year

58.55

(7.53.1.80) Target status in reporting year

Select from:

☑ Underway

(7.53.1.82) Explain target coverage and identify any exclusions

In reaching this emission reduction target, the sum of Scope 3 main categories as Cat.2 Capital goods, Cat.3 Fuel and Energy related activities and Cat. 7 Employee commuting was covered. The scope3 categories excluded from this target are those that are not applicable to the reality of the group, as ENAV is not a manufacturer company.

(7.53.1.83) Target objective

ENAV's commitment to the environment and combating climate change is based on a strategy aimed at reducing its Carbon Footprint and in supporting the decarbonization of the air transport sector. With this in mind, the scope 3 emission reduction target validated by SBTi is closely linked to ENAV's strategy in reducing

its Carbon Footprint. Reducing scope 3 emissions enables ENAV to actively contribute to climate change mitigation while strengthening its position in the aviation industry. ENAV's emissions reduction goal is intrinsically linked to the overall strategy of sustainability and environmental responsibility, representing a crucial step toward the vision of a low-carbon future.

(7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

The main emissions reduction initiative which have contributed most to any progress towards the target to the end of the reporting year was the conversion of electricity purchase contracts, which has enabled approximately 95% of the electricity purchased by the Group to be obtained from renewable sources certified with a Guarantee of Origin (GO); in fact, Scope 3 "Fuel and energy related activities" emissions from 2019 to 2023 decreased by 87 per cent. Also, to achive the target, we are setting up a specific reduction strategy for emissions generated in the value chain, which will include a medium-term pathway with our suppliers and specific mobility initiatives with our employees. Emissions reduction initiatives implemented in 2023 that will reduce scope 3 emissions in category "Employee commuting" include: - replacement of the company car fleet with electric/hybrid/plug-in vehicles (target of replacing the company car fleet by 80% by 2024, in 2023 78% was achieved); - green mobility plans dedicated to the people of the ENAV Group (e.g. In 2022 and continuously in 2023, a shuttle bus was made available to all headquarters employees to reach their place of work and place of residence, thus guaranteeing a reduction in fuel, pollutants and emissions, thanks to the use of a single shared means of transport), including "agile work" solutions to be progressively extended to an ever greater portion of the company population; - Establishment of Fridays in "agile work" for head offices, so as to avoid employees commuting to headquarters and decrease emissions related to employee commuting

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ No

[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

☑ Targets to increase or maintain low-carbon energy consumption or production

☑ Net-zero targets

☑ Other climate-related targets

(7.54.1) Provide details of your targets to increase or maintain low-carbon energy consumption or production.

Row 1

(7.54.1.1) Target reference number

Select from:

☑ Low 1

(7.54.1.2) Date target was set

08/31/2022

(7.54.1.3) Target coverage

Select from:

☑ Organization-wide

(7.54.1.4) Target type: energy carrier

Select from:

☑ Electricity

(7.54.1.5) Target type: activity

Select from:

☑ Consumption

(7.54.1.6) Target type: energy source

Select from:

☑ Low-carbon energy source(s)

(7.54.1.7) End date of base year

12/30/2020

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

66980.91

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

0.45

(7.54.1.10) End date of target

12/30/2023

(7.54.1.11) % share of low-carbon or renewable energy at end date of target

95

(7.54.1.12) % share of low-carbon or renewable energy in reporting year

95

(7.54.1.13) % of target achieved relative to base year

100.00

(7.54.1.14) Target status in reporting year

Select from:

☑ Achieved

(7.54.1.16) Is this target part of an emissions target?

Yes, it is part of the Abs 1 demand reduction target 7.53.1

(7.54.1.17) Is this target part of an overarching initiative?

Select all that apply

☑ Science Based Targets initiative

(7.54.1.18) Science Based Targets initiative official validation letter

Science Based Targets initiative (SBTi) validation letter_ENAV.pdf

(7.54.1.19) Explain target coverage and identify any exclusions

The target relates to "low-carbon or renewable energy consumption" of both self-generated and purchased/acquired energy covered by guarantees of origin (GO). The target applies to the entire organization and there are no exclusions. In previous CDP reporting, the target set was to reach 90 per cent; however, for 2023, in order to make the target more challenging, ENAV has set itself the target of reaching 95 per cent renewable electricity consumption, in line with the strategy adopted after the approval of the SBTi targets, and the achievement of Carbon Neutrality.

(7.54.1.20) Target objective

This target is set to reduce Scope 2 emissions associated with electricity consumption, in line with SBTi targets and the achievement of Carbon Neutrality. In addition to Scope 2 emissions, indirect emissions related to the Scope 3 category "Fuel and Energy," linked for example to the transportation and distribution of electricity, can be reduced.

(7.54.1.22) List the actions which contributed most to achieving this target

The actions which contributed most to achieving this target were: - conversion of electricity purchase contracts, which has enabled approximately 95% of the electricity purchased by the Group to be obtained from renewable sources certified with a Guarantee of Origin (GO); - interventions aimed at improving the energy efficiency of Group assets (e.g. installation of LED lighting systems with command and control domotics, modernisation of air conditioning systems, etc.); - installation of systems for the production of electrical energy from renewable sources (mainly photovoltaic systems, but also wind and geothermal energy) in the Group's offices and remote sites.
[Add row]

(7.54.2) Provide details of any other climate-related targets, including methane reduction targets.

Row 1

(7.54.2.1) Target reference number

Select from:
☑ Oth 1

(7.54.2.2) Date target was set

12/30/2021

(7.54.2.3) Target coverage

Select from:

☑ Organization-wide

(7.54.2.4) Target type: absolute or intensity

Select from:

☑ Absolute

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

Low-carbon vehicles

☑ Percentage of low-carbon vehicles in company fleet

(7.54.2.7) End date of base year

12/30/2021

(7.54.2.8) Figure or percentage in base year

31

(7.54.2.9) End date of target

12/30/2024

(7.54.2.10) Figure or percentage at end of date of target

80

(7.54.2.11) Figure or percentage in reporting year

73.6

(7.54.2.12) % of target achieved relative to base year

86.9387755102

(7.54.2.13) Target status in reporting year

Select from:

☑ Underway

(7.54.2.15) Is this target part of an emissions target?

Yes, it is part of the Abs 1 e Abs 2 demand reduction targets 7.53.1

(7.54.2.16) Is this target part of an overarching initiative?

Select all that apply

☑ No, it’s not part of an overarching initiative

(7.54.2.18) Please explain target coverage and identify any exclusions

The target applies to the entire organisation and there are no exclusions.

(7.54.2.19) Target objective

The strategic objective for the target is to reduce the pollutant and climate-change emissions related to the use of cars; in line with the strategy defined after the approval of the SBTi climate goals. In fact, a conversion of the car fleet to hybrid, electric, and plug-in cars results in emission savings and fuel efficiency.

(7.54.2.20) Plan for achieving target, and progress made to the end of the reporting year

The actions which contributed most to achieving this target is the further development of the project to replace the company car fleet with electric / hybrid / plug-in cars. In fact, as described in the ENAV Group's Sustainability Plan, the percentage of the company car fleet replaced with electric/hybrid/plug-in cars has increased linearly over the years. In 2021 the percentage was 31%, in 2022 it is 45%, in 2023 the intermediate target is 73% and the final target in 2024 is 80%. Therefore, the ENAV Group is on track to achieve the target.
[Add row]

(7.54.3) Provide details of your net-zero target(s).

Row 1

(7.54.3.1) Target reference number

Select from:

☑ NZ1

(7.54.3.2) Date target was set

07/30/2023

(7.54.3.3) Target Coverage

Select from:

☑ Organization-wide

(7.54.3.4) Targets linked to this net zero target

Select all that apply

☑ Abs1

☑ Abs2

(7.54.3.5) End date of target for achieving net zero

12/30/2050

(7.54.3.6) Is this a science-based target?

Select from:

☑ Yes, we consider this a science-based target, and we have committed to seek validation of this target by the Science Based Targets initiative in the next two years

(7.54.3.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

☑ Scope 3

(7.54.3.9) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

☑ Methane (CH4)

(7.54.3.10) Explain target coverage and identify any exclusions

The net-zero target set by ENAV Group applies organization-wide with no exclusions. The target covers all operations and activities of the entire group, ensuring a comprehensive approach to reducing emissions and achieving climate goals. This target has been informed by the latest international agreements on climate change, including commitments arising from the Paris Agreement, and aligns with jurisdictional obligations at both the European and national levels. There is no difference between ENAV's inventory base year emissions and the base year emissions for this net-zero target, as the same year has been used to ensure consistency in tracking progress. Since the target is applied across the entire organization, there is no need to specify coverage for individual countries or regions. ENAV's commitment is organization-wide, encompassing all geographical areas where the group operates. ENAV considers this a science-based target, and while it has not yet been formally approved by the Science Based Targets initiative (SBTi), the company has committed to seek validation of this target by SBTi within the next two years. In addition, ENAV Group achieved carbon neutrality in 2022 (first step before Net Zero). This important milestone reflects the ENAV Group's commitment to reducing direct and indirect emissions generated by its business activities and is consistent with the direction taken by the European and international civil aviation sector and its climate objectives (Net Zero 2050). By virtue of the climate objectives validated by the Science Based Target Initiative and the commitment to achieving them, the ENAV Group has achieved a reduction in Scope 1 and 2 emissions of more than 85% compared to 2019 and offset the emissions currently not reducible (5,155.30 tCO2e) with the use of carbon credits - certified by VCS (Verified Carbon Standard) - related to two environmental protection projects.

(7.54.3.11) Target objective

ENAV Group has set a strategic objective to achieve net-zero emissions as an essential part of its sustainability strategy, closely aligned with specific regulations for the European aviation sector, particularly within the "Net Zero European Aviation" initiative. This target supports ENAV's broader vision of enhancing operational efficiency while reducing environmental impact, in line with the goals of the Single European Sky (SES). The objective of reaching net-zero emissions is twofold: first, it ensures compliance with the European Union's commitment to decarbonize the aviation sector by 2050, reducing greenhouse gas emissions through the adoption of advanced technologies and more efficient air traffic management systems. Secondly, it contributes to the achievement of the Net Zero European Aviation Roadmap, which aims to create a sustainable and resilient European aviation industry by progressively lowering emissions across the sector.

(7.54.3.12) Do you intend to neutralize any residual emissions with permanent carbon removals at the end of the target?

Select from:

☑ Unsure

(7.54.3.13) Do you plan to mitigate emissions beyond your value chain?

Select from:

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

(7.54.3.17) Target status in reporting year

Select from:

☑ Underway

(7.54.3.19) Process for reviewing target

ENAV Group has a structured, internally managed process for reviewing its net-zero target within its Sustainability division to ensure it stays aligned with evolving regulations, technology, and sustainability goals. This process involves regular monitoring of emissions, energy use, and operational efficiency, with data being analyzed continuously to track progress. Formal evaluations are conducted annually, with interim assessments when necessary, to compare actual performance against milestones. Based on evaluations, strategies are adjusted as needed, modifying timelines to stay on track.
[Add row]

(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Select from:

☑ Yes

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	*5*	*`Numeric input*
To be implemented	*10*	*3000*
Implementation commenced	*1*	*667*
Implemented	*5*	*28324*
Not to be implemented	*0*	*`Numeric input*

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy consumption

☑ Low-carbon electricity mix

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

27409.53

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

Select all that apply

☑ Scope 2 (market-based)

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

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

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

0

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

40000

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

The cost difference (/kWh) between traditional and 'green' electricity was valued as the required The difference in cost (/kWh) between traditional and "green" electricity was evaluated as a necessary investment. In addition, considering that according to ARERA (The Regulatory Authority for Energy Networks and Environment) data, the average cost of electricity in 2023 decreased by about 30 percent compared to 2022, it is possible to observe a lower investment than in the previous year.

Row 2

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy generation

☑ Solar PV

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

84

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

Select all that apply

☑ Scope 2 (location-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

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

99000

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

59400

(7.55.2.7) Payback period

Select from:

☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 16-20 years

(7.55.2.9) Comment

In line with the ENAV Group's sustainability plan, improvement measures and goals are planned of energy efficiency. In order to lower its carbon footprint, the ENAV Group is progressively continuing the implementation of photovoltaic systems to increase the share of self-generated energy from renewable sources.

Row 3

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Lighting

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

240

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

Select all that apply

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

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

157000

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

300000

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 11-15 years

(7.55.2.9) Comment

In 2023, the following were expanded and completed upgrades of indoor and outdoor LED lighting systems, complete with command and control home automation at Rome ACC, Padua ACC and at the headquarters.

Row 4

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Other, please specify **:**Boiler decommissioning and heat pump installation

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

91

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

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

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

55400

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

100000

(7.55.2.7) Payback period

Select from:
☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 16-20 years

(7.55.2.9) Comment

The intervention will provide economic savings on electricity costs of 55,404. Calculated as the product between the post-intervention kWhels saved (171.42 kWhels/year) and the current price of electricity (0.37 /kWh) minus the product between the pre-intervention Sm3 (79,239.86 Smc/year) and the current price of electricity (0.7 /Sm3).

Row 5

(7.55.2.1) Initiative category & Initiative type

Transportation
☑ Teleworking

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

500

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

Select all that apply

☑ Scope 1

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

☑ Scope 3 category 7: Employee commuting

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

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

9000

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

0

(7.55.2.7) Payback period

Select from:

☑ <1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

In continuity with the previous year, ENAV also closed its 3 main administrative offices in Rome (including the headquarters housing over 450 people) every Friday throughout 2023. This has led to a reduction in energy consumption of the offices, such as gas and electricity needed to operate the offices, with a particular focus on Scope 3 "Employee commuting" emissions (in fact in 2023 the largest weight of emissions saved for this initiative correspond to this category). Overall, this initiative involved more than 800 people, who perform their work duties without going to the office on Fridays. Of course, the closure of the administrative offices in Rome did not involve any investment.
[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:
☑ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

ENAV promotes the implementation of major investments, aimed at ensuring that the assets supporting of air traffic management services over the national territory are consistent with the objectives of technical, economic and performance requirements and that they comply with the quality standards and performance standards established nationally and internationally.In line with the international technological evolution of the sector, ENAV has implemented the development plan technical operations with the aim of maintaining its international competitiveness and leadership in technological innovation, in line with the requirements of the Single European Sky.The business plan calls for investments in technology platforms and innovative systems for controlling of air traffic, in the five-year period 2020-2024, aimed at ensuring high performance while maintaining maximum safety levels.The investments target resource and process optimization, which in turn leads to a proportional decrease in emissions.
[Add row]

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

Select from:
☑ Yes

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

Row 1

(7.74.1.1) Level of aggregation

Select from:

☑ Product or service

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

Select from:

☑ No taxonomy used to classify product(s) or service(s) as low carbon

(7.74.1.3) Type of product(s) or service(s)

Aviation

☑ Other, please specify **:**Arrival Manager (AMAN): This system indicates to the air traffic controller the optimal arrival sequence for aircraft by enabling a reduction in fuel and related emissions.

(7.74.1.4) Description of product(s) or service(s)

Among the services that ENAV classifies as low-carbon products is the innovative AMAN system. The Arrival Manager (AMAN) system supports the Air Traffic Controller (ATC) in managing the arrival sequence of aircraft under heavy traffic conditions. This system tells the controller the optimal arrival sequence for aircraft calculated to allow reduction of the interval between successive approaches. This reduction saves distance to be flown for each aircraft and enables both fuel reduction - resulting in less atmospheric emissions by airlines - and a reduction in flight time to the benefit of passengers. This system was implemented during 2022 at Rome ACC, for the management of flights arriving at Rome Fiumicino airport (where we provide an estimate of emissions avoided during 2023). However, during 2023, AMAN was also implemented at the Milan ACC, for the optimisation of approach sequences at the airports of Milan Malpensa, Milan Linate and Bergamo Orio al Serio.

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

Select from:

☑ Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

☑ Other, please specify **:**Methodology uses in house data models.

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

Select from:

☑ Other, please specify **:**Avoided emission

(7.74.1.8) Functional unit used

The functional unit used is a comparison between a scenario in which the arrival sequence of an aircraft is optimised according to the AMAN system (which plans a sequence, assigning each of the arriving aircraft overflight times at specific points in the approach trajectory) and a scenario of an arriving aircraft in which the AMAN system is not present. This comparison is the basis for calculating the lowest fuel consumption and thus avoided emissions.

(7.74.1.9) Reference product/service or baseline scenario used

The reference scenario used as a baseline is the one before 2022, the year in which ENAV implemented AMAN in the Rome ACC (Area Control Centre) for the management of flights arriving at Rome Fiumicino airport.

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

Select from:

☑ Use stage

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

1153.4

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

The calculation of emissions avoided through the optimal arrival sequence of aircraft at the airport - reported for the first time in the Sustainability Report 2023 - has been elaborated on the basis of consolidated data and on the basis of the best tools and estimation techniques available. In particular, to carry out these calculations ENAV starts from the expected benefits by interacting with different systems, and the AMAN system uses data from the Flight Data Processing System (FDPS) from which it obtains information on the flight plan of each individual aircraft and the Radar Data Processing System (RDPS) for updating the position of individual aircraft in real time. For the calculation of the optimal approach sequence AMAN also uses weather information and information on the performance of individual aircraft from

a shared database. ENAV's revenues derive from the provision of services (the demand for air navigation services depends on many factors), of which the improvement of environmental performance is only one element (albeit a very important one). For this reason, it is not possible to highlight the revenues generated exclusively by the AMAN system.

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

0

Row 2

(7.74.1.1) Level of aggregation

Select from:

☑ Product or service

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

Select from:

☑ No taxonomy used to classify product(s) or service(s) as low carbon

(7.74.1.3) Type of product(s) or service(s)

Aviation

☑ Other, please specify **:**Free Route Airspace Italy (FRA-IT): Developed to improve the energy profile of airline flights by reducing the distance covered by their aircraft.

(7.74.1.4) Description of product(s) or service(s)

ENAV provides the air traffic control service to airlines flying over Italian airspace and is constantly engaged in the activities aimed at modernising and optimising the infrastructure and network of ATS (Air Traffic Services), maintaining the safety levels of air navigation and contributing to the goal of progressive decarbonisation of the air transport sector. The performance targets assigned at European level to ANSPs (Air Navigation Service Providers) require them to ensure the safe, timely and environmentally friendly movement of aircraft in their airspace at all stages of flight. All actions planned and implemented in this area are catalogued and monitored, periodically, in the Flight Efficiency Plan (FEP). In the annual update of the FEP, all of the implementations of 'operational efficiency' measures carried out by ENAV in the reporting period are reported and assessed.The FEP includes the Free Route navigation service (also known as Free Route Airspace Italy - FRA-IT), which ENAV can identify as a low-carbon product. FRA-IT is a revolutionary project implemented by ENAV in 2016 which allows aircraft overflying at an altitude above 9,000

metres to cross Italian airspace following a direct route that is free from the conventional route network. This design reduces fuel consumption and improves the energy profile of the flight, while maintaining safety levels.

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

Select from:

☑ Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

☑ Other, please specify **:**Methodology uses in house data models.

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

Select from:

☑ Other, please specify **:**Avoided emission

(7.74.1.8) Functional unit used

The functional unit used is a comparison between a scenario in which the flight path follows the traditional route network and the current scenario in which - at an altitude of over 9,000 metres - the flight path is freed from the traditional route network and can fly directly from point A to point B. This comparison yields a shorter overall distance travelled by aircraft (in terms of nautical miles), which is the basis for the calculation of lower fuel consumption and thus avoided emissions.

(7.74.1.9) Reference product/service or baseline scenario used

The reference scenario used as baseline is the one before 2016, the year in which ENAV implemented the Free Route. In particular, the distance covered by aircraft without Free Route navigation on certain routes (on which Free Route navigation is now possible) is taken as a reference.

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

Select from:

☑ Use stage

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

1077959

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

The calculation of emissions avoided through Free Route navigation - reported year by year also in ENAV's sustainability reporting - is elaborated on the basis of consolidated data relative to managed flights as well as on the basis of the best tools and estimation techniques available. In particular, to carry out these calculations ENAV uses data relative to flight plans centralised at a European level at EUROCONTROL (CFMU - Central Flow Management Unit) and data relative to ENAV-owned radar records. Through Free Route, ENAV has enabled airlines to avoid a total of 1,077,959 tonnes of CO2 since 2016 (annual average of approximately 121,000 tonnes of CO2, which is, however, altered by the reduction of traffic in 2020 and 2021 due to the Covid-19 pandemic).ENAV's revenues derive from the provision of services (the demand for air navigation services depends on many factors), of which the improvement of environmental performance is only one element (albeit a very important one). For this reason, it is not possible to highlight the revenues generated exclusively by Free Route navigation.

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

0
[Add row]

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

Select from:
☑ Yes

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

Row 1

(7.79.1.1) Project type

Select from:
☑ Hydro

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

The Baspa project is a run-of-the-river hydro-electric power plant with an installed capacity of 300 MW. The diversion barrage of the project is located across river Baspa, at Kuppa in Himachal Pradesh, India. The power house is located at Karcham village in Kinnaur District. The project activity is an initiative of Jaiprakash Hydro Power Limited (JHPL) a part of the Jaypee Group. Jaypee is a well-known business group of India and had entered into agreement with State Government of Himachal Pradesh to implement the project. The purpose of the project activity is to generate electricity using renewable hydro energy and sell it to Himachal Pradesh State Electricity Board (HPSEB). In this context, Verra certifies that on 5 Jun 2024, 4,321 Verified Carbon Units (VCUs) were retired on behalf of ENAV from 01/09/2015 to 31/12/2017.

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

4321

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

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

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2015

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Investment analysis

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Temporary crediting

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Market leakage

(7.79.1.13) Provide details of other issues the selected program requires projects to address

The construction and operation of a 300 MW hydroelectric power plant in Karcham village in Kinnaur District, involves several issues and challenges that need to be addressed to ensure proper operation and compliance with environmental and safety regulations. In particular, the hydropower plant depends on water as an energy source. Sustainable management of water resources is essential to ensure a steady flow of water for energy production and to meet the needs of other water users in the region.

(7.79.1.14) Please explain

Verra certifies that on 5 Jun 2024, 4,321 Verified Carbon Units (VCUs) were retired on behalf of ENAV. The project name is: 300MW Hydropower project by JHPL The VCU Serial Number is: 9960-169229195-169233515-VCS-VCU-279-VER-IN-1-92-01012017-31122017-0 Purchases of carbon credits are under the responsibility of ENAV's Sustainability team.

Row 3

(7.79.1.1) Project type

Select from:

☑ Energy efficiency: service

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

Domestic Cooking Stoves substitution programme in Mozambique. In this context, Verra certifies that on 5 Jun 2024, 835 Verified Carbon Units (VCUs) were retired on behalf of ENAV.

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

835

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

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

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2016

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ VCS (Verified Carbon Standard)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Investment analysis

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Temporary crediting

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Activity-shifting

(7.79.1.13) Provide details of other issues the selected program requires projects to address

The project is designed to improve energy efficiency of cookstove by substituting inefficient traditional cookstoves with more effective models which simultaneously also improves the social, economic and environmental conditions of the local population. In this context, Verra certifies that on 5 Jun 2024, 835 Verified Carbon Units (VCUs) were retired on behalf of ENAV.

(7.79.1.14) Please explain

Verra certifies that on 5 Jun 2024, 835 Verified Carbon Units (VCUs) were retired on behalf of ENAV. The project name is: Domestic Cooking Stoves substitution programme in Mozambique - CER Conversion The VCU Serial Number is: 11310-318226627-318227461-VCS-VCU-1423-VER-MZ-3-2599-01012016-11072016-0 Purchases of carbon credits are under the responsibility of ENAV's Sustainability team.
[Add row]

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Actions taken in the reporting period to progress your biodiversity-related commitments
	Select from: ☑ No, we are not taking any actions to progress our biodiversity-related commitments, but we plan to within the next two years

[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?
	Select from: ☑ No

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

Legally protected areas

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ No

(11.4.2) Comment

ENAV's activities are not located in or near areas important for biodiversity. As an Air Navigation Service Provider (ANSP), ENAV’s operations focus on air traffic management and do not involve direct interaction with specific geographical locations

UNESCO World Heritage sites

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ No

(11.4.2) Comment

ENAV's activities are not located in or near areas important for biodiversity. As an Air Navigation Service Provider (ANSP), ENAV’s operations focus on air traffic management and do not involve direct interaction with specific geographical locations

UNESCO Man and the Biosphere Reserves

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ No

(11.4.2) Comment

ENAV's activities are not located in or near areas important for biodiversity. As an Air Navigation Service Provider (ANSP), ENAV's operations focus on air traffic management and do not involve direct interaction with specific geographical locations

Ramsar sites

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ No

(11.4.2) Comment

ENAV's activities are not located in or near areas important for biodiversity. As an Air Navigation Service Provider (ANSP), ENAV's operations focus on air traffic management and do not involve direct interaction with specific geographical locations

Key Biodiversity Areas

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ No

(11.4.2) Comment

ENAV's activities are not located in or near areas important for biodiversity. As an Air Navigation Service Provider (ANSP), ENAV's operations focus on air traffic management and do not involve direct interaction with specific geographical locations

Other areas important for biodiversity

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ No

(11.4.2) Comment

ENAV's activities are not located in or near areas important for biodiversity. As an Air Navigation Service Provider (ANSP), ENAV's operations focus on air traffic management and do not involve direct interaction with specific geographical locations
[Fixed row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: ☑ Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

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

Environmental performance – Climate change

☑ Waste data

☑ Electricity/Steam/Heat/Cooling consumption

☑ Emissions reduction initiatives/activities

☑ Year on year change in absolute emissions (Scope 1 and 2)

☑ Year on year change in emissions intensity (Scope 1 and 2)

☑ Year on year change in absolute emissions (Scope 3)
☑ Year on year change in emissions intensity (Scope 3)

(13.1.1.3) Verification/assurance standard

General standards
☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

On the basis of the ISAE 3000 (Revised) standard, the third-party assurance conducted interviews and collected evidences in order to perform both analytical procedures and limited assurance procedures for the verification of all the information included in the Sustainability Report.

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

ENAV_2023_Sustainability Report (With Verification Statement).pdf

Row 2

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply
☑ Climate change

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

Environmental performance – Climate change
☑ Renewable Electricity/Steam/Heat/Cooling consumption
☑ Renewable Electricity/Steam/Heat/Cooling generation

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

On the basis of the ISAE 3000 (Revised) standard, the third-party assurance conducted interviews and collected evidences in order to perform both analytical procedures and limited assurance procedures for the verification of all the information included in the Sustainability Report.

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

ENAV_2023_Sustainability Report (With Verification Statement).pdf

Row 3

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

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

Environmental performance – Climate change

☑ Carbon removals

(13.1.1.3) Verification/assurance standard

General standards

☑ Verified Carbon Standard (VCS)

(13.1.1.4) Further details of the third-party verification/assurance process

Verra, in its capacity as administrator of the Verra Registry, has verified that Verified Carbon Units (VCUs) have been retired by ENAV S.p.A. In 2023, 835 VCUs were retired for the Domesticc Cooking Stoves project, and 4,321 VCUs were retired for the 300MW Hydropowe project.

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

Certificate of Verified Carbon Unit (VCU) Retirement.pdf
[Add row]

(13.2) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

(13.2.1) Additional information

Attached, ENAV's 2023 Sustainability Report is provided, offering a comprehensive overview of the organization's initiatives and achievements in sustainability. These documents are intended to give a thorough understanding of ENAV's commitment and actions taken throughout the year, providing clear and detailed context for their responses.

(13.2.2) Attachment (optional)

ENAV_2023_Sustainability Report (With Verification Statement).pdf
[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Head of Sustainability

(13.3.2) Corresponding job category

Select from:
☑ Chief Sustainability Officer (CSO)
[Fixed row]