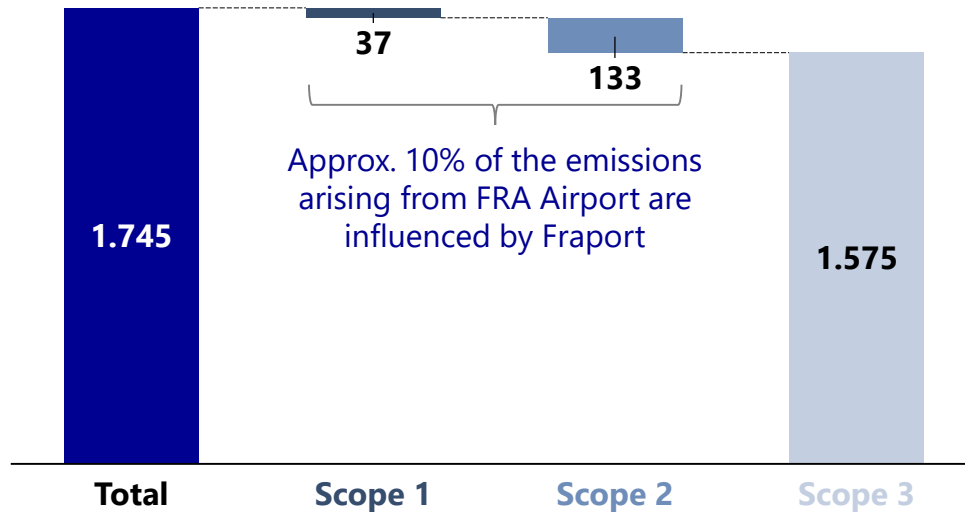


Fraport is responsible for about 10 % of the emission at Frankfurt Airport (Scope 1 & 2)



Distribution of emissions at Frankfurt Airport (2019)

In Tsd. t CO₂



Drivers of emissions

Scope 1:

Direct emissions that occur from sources that are owned and/or controlled by the airport, for example, emissions from combustion in owned or controlled boilers, furnaces, vehicles, etc.

Scope 2:

Indirect GHG emissions from the generation of purchased electricity, steam, heat or cooling³ consumed by the airport. Scope 2 emissions physically occur at the facility where purchased electricity is generated.

Scope 3:

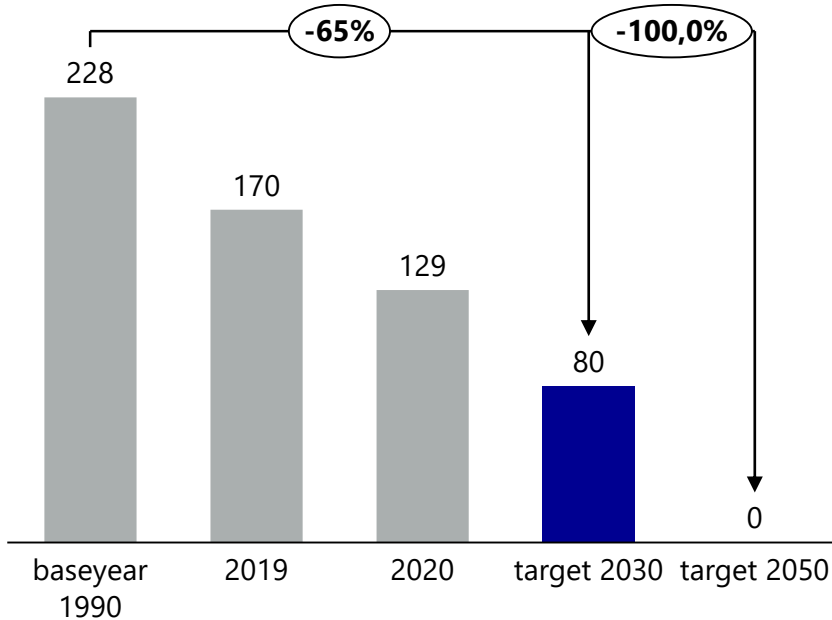
All other indirect emissions, which are a consequence of the activities of the airport but occur from sources not owned and/or controlled by the company (e.g., aircraft movements, vehicles and equipment operated by third parties, off-site waste management, etc.). Such sources can be located within or outside the airport premises (geographical boundary).

Despite airport expansion and traffic growth, significant CO2 reductions of the AG were realized over time in FRA (Scope 1 & 2)



Actual CO2 emissions and targets of Fraport AG

In Tsd. t CO₂



Source: Fraport calculation



Despite the expansion significant CO2 reduction

- Defined and implemented measures led to significant reduction of CO₂ emissions of Fraport AG in Frankfurt since 2005
- Expansion of the infrastructure in the form of new taxiways, gates, service & administration buildings was over-compensated
- CO₂ Reduction of the Fraport AG at the Frankfurt site continues systematically - after more than 300,000 t in 2002, the CO₂ target for 2030 is a maximum of 80,000 t
- Until 2050 we sought CO₂ freedom

Outlook: opposing effects & central measures



- Terminal 3 & new infrastructure
- Traffic increase (post-Corona)
- Impact of climate change



- Power Purchase Agreement wind
- Conversion of the vehicle fleet
- Photovoltaics at the location
- Energy saving measures