Destination STRzero

Stuttgart Airport

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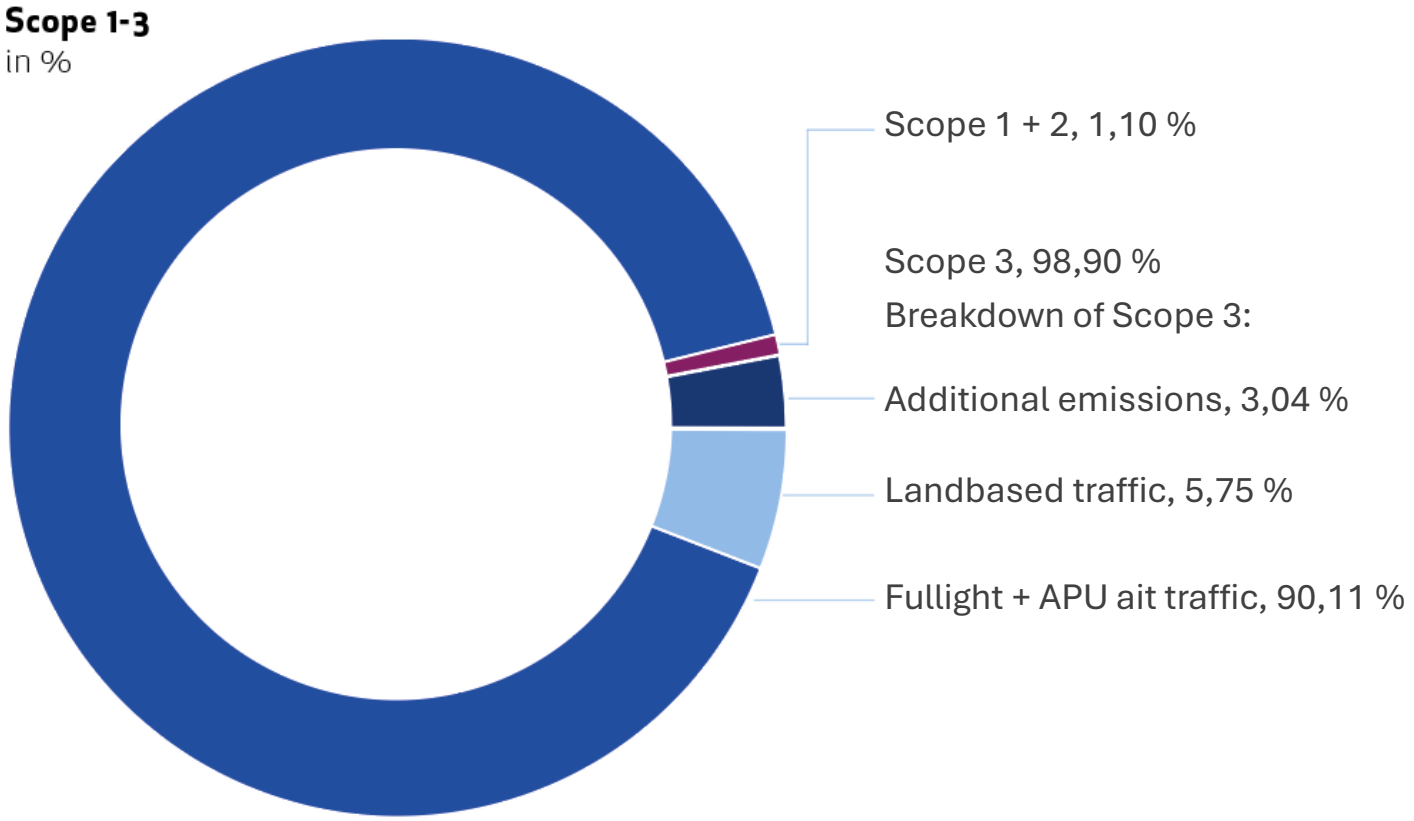
Stuttgart Airport has consistently reduced its **direct greenhouse gas emissions (Scope 1 and 2)** in the past and will continue to pursue this approach in the future. The guiding principle is **to avoid emissions through technical solutions**. Where this is not possible, greenhouse gas emissions are reduced to a minimum. Residual emissions will still exist in 2040. These will be neutralized in the final step, which is to be conducted by 2050 at the latest.

We **continuously review our reduction pathway** and adjust our measures accordingly. In our annual report, we transparently disclose how far we have progressed on our journey toward our carbon strategy STRzero. We prepare our carbon footprint report in accordance with internationally recognized standards.

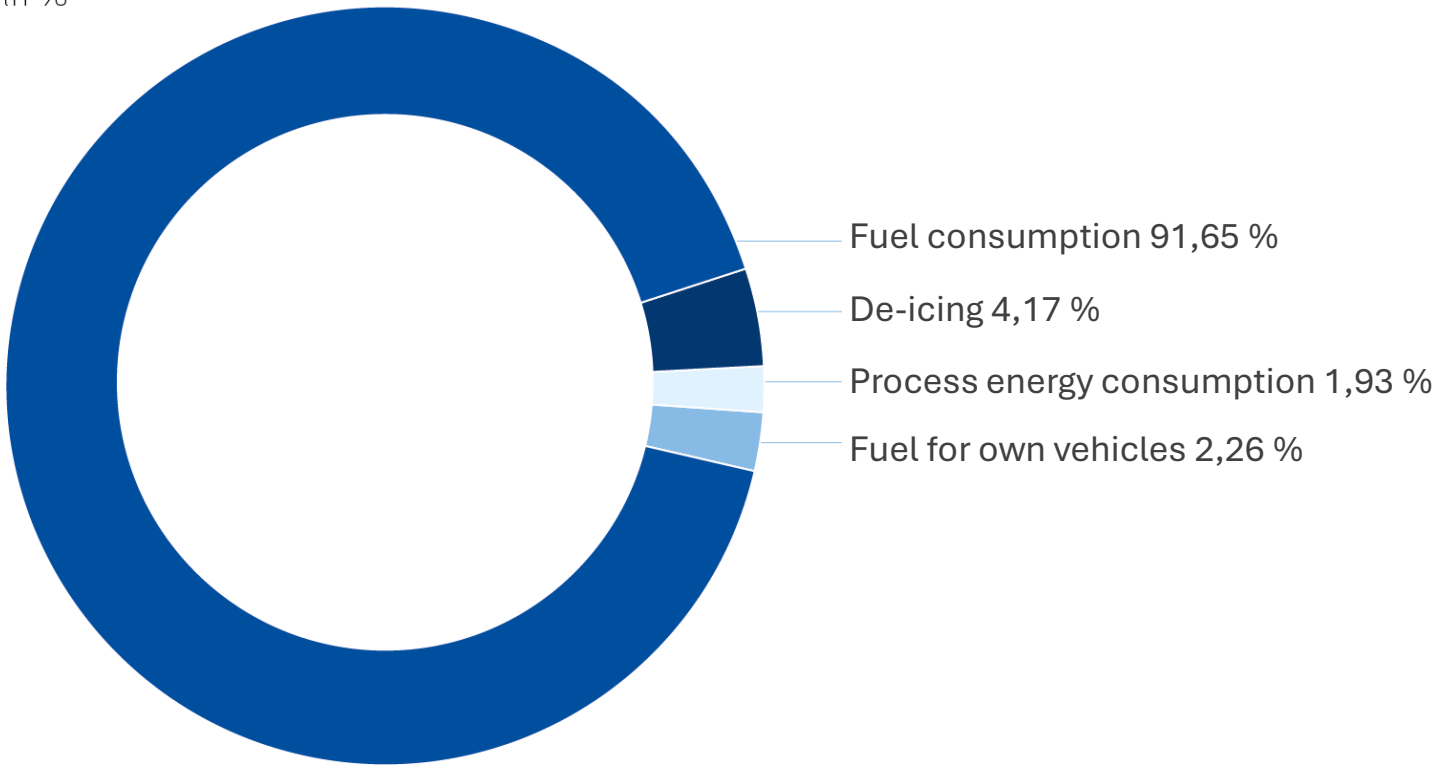
Carbon footprint

Carbon footprint

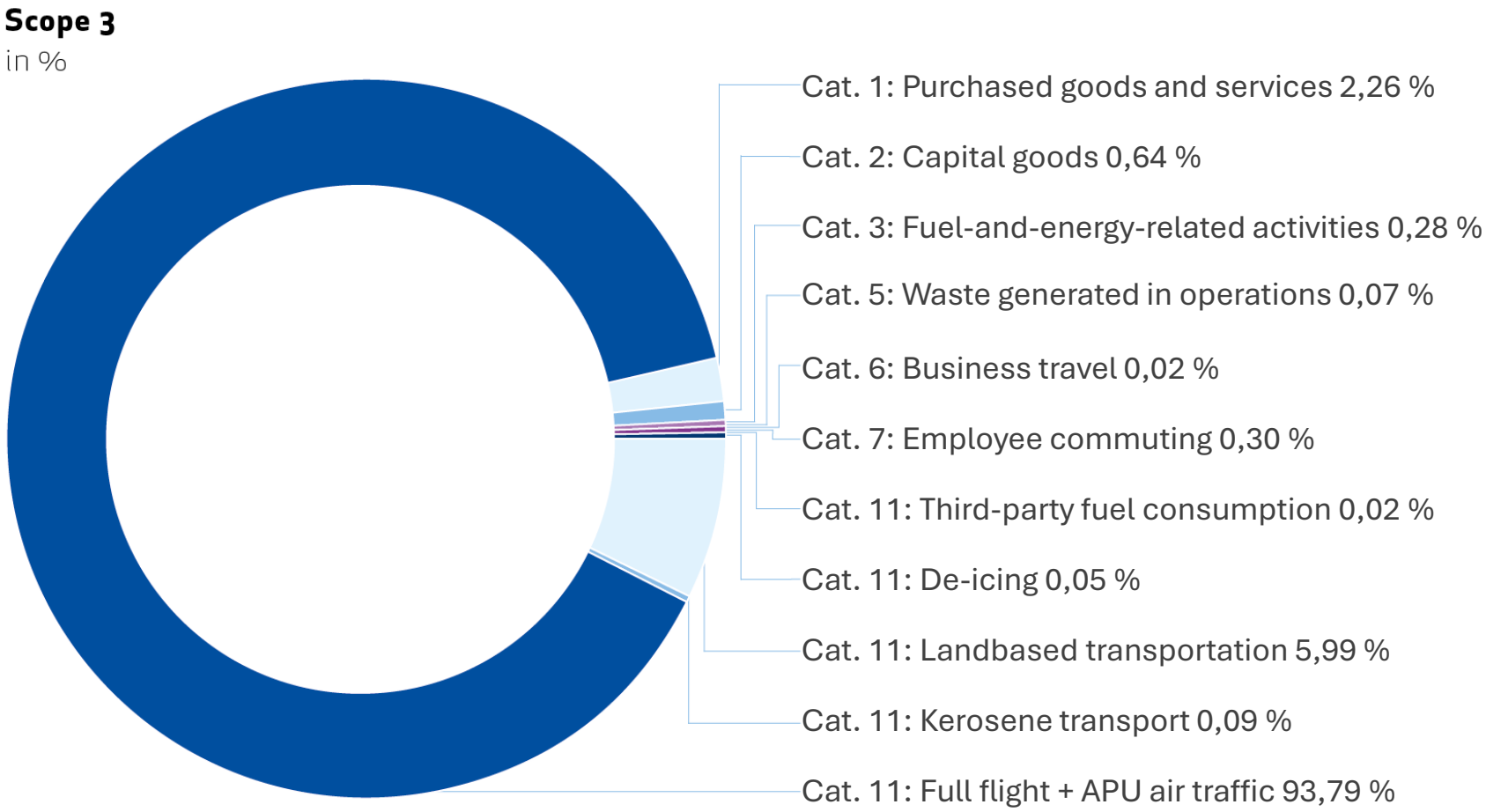


Carbon footprint

Scope 1 + 2
in %



Carbon footprint



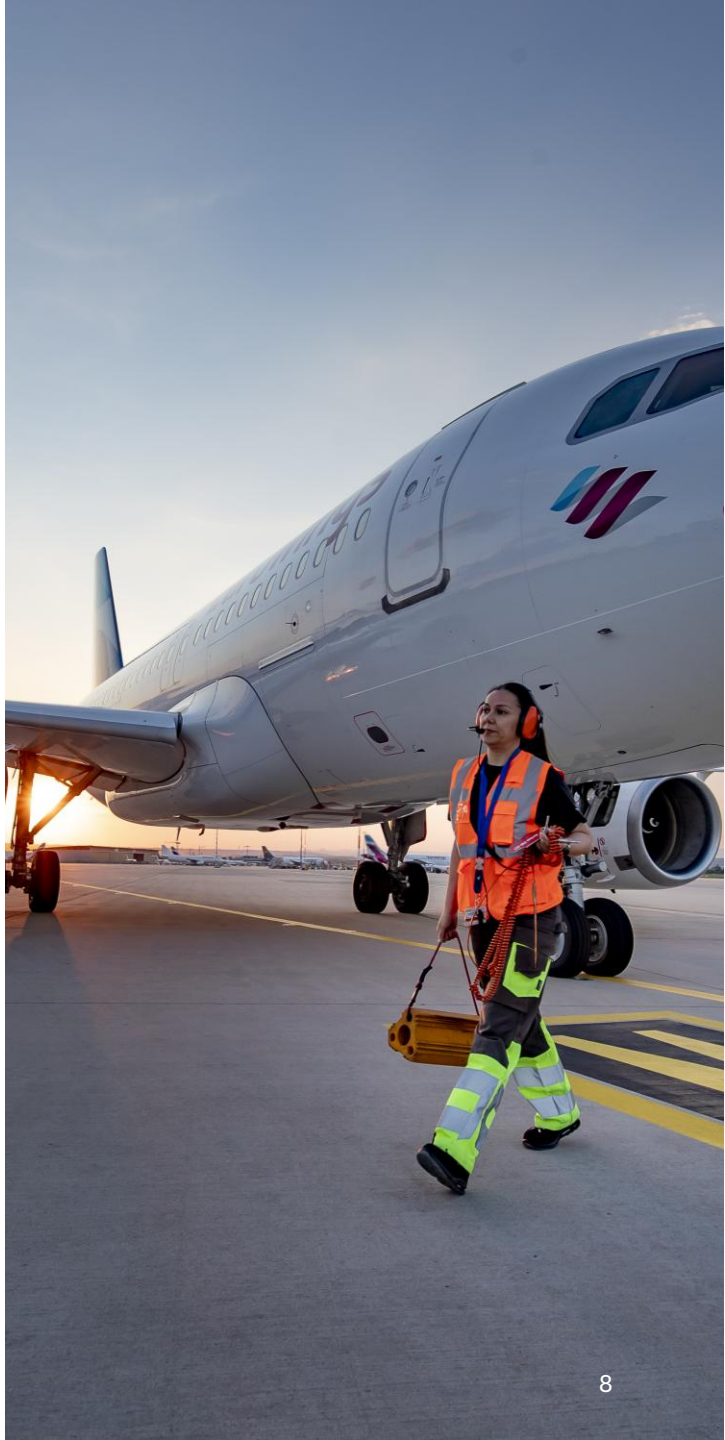
Carbon strategy

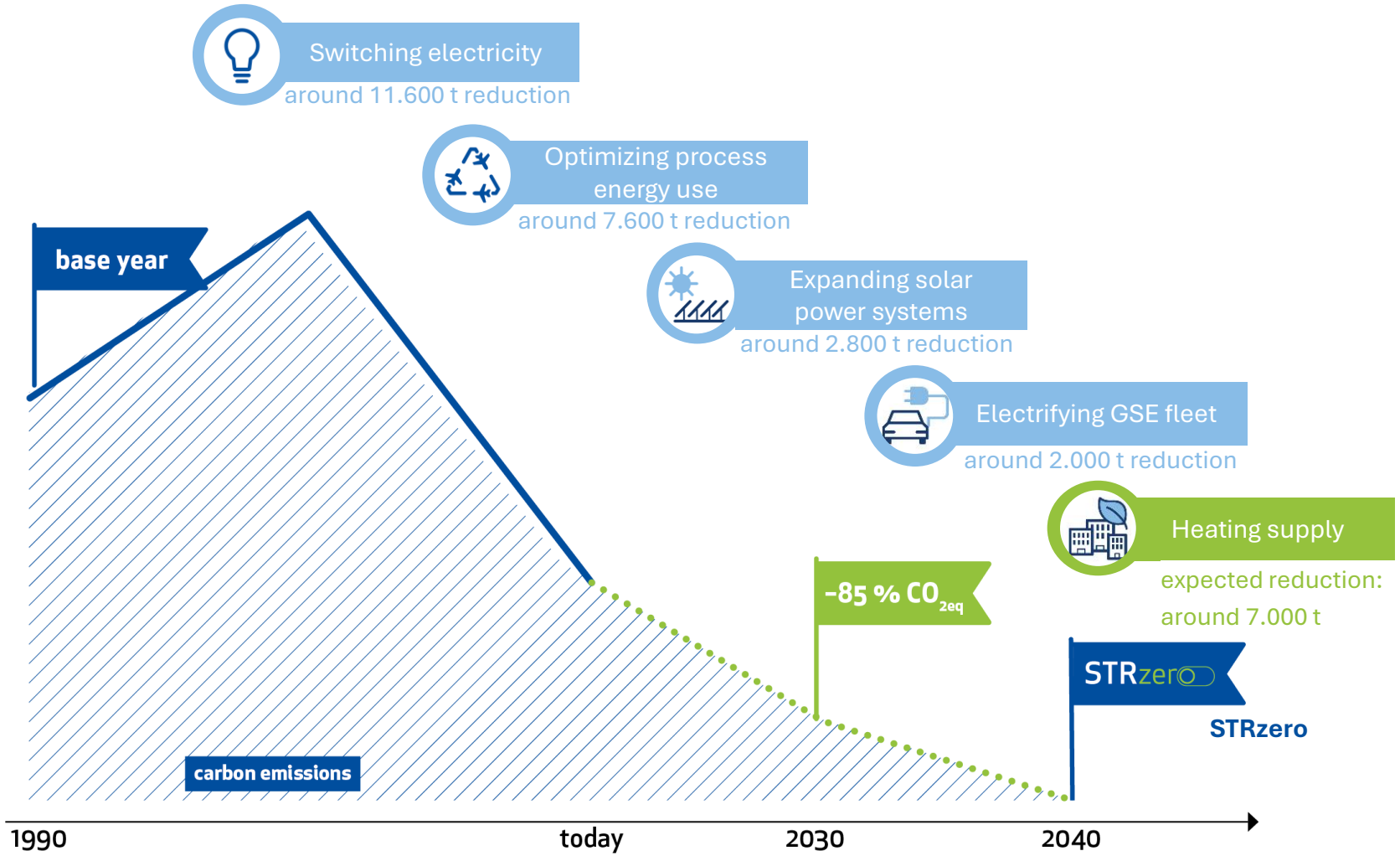
We set ourselves binding climate targets.

Stuttgart Airport will **reduce its direct greenhouse gas emissions to a minimum by 2040** – as it has done in the past – **largely through technical measures**. We are participating in the Net-Zero Initiative launched by ACI Europe, the European airport association. To achieve this, we are reducing Scope 1 and 2 emissions in accordance with the Greenhouse Gas Protocol by 85% compared to 1990 levels by 2030 – coming from 15.927 tons CO_2 in 1990 (base year climate protection law Baden-Wuerttemberg). Our ground handling fleet is to be carbon-neutral by 2030.

In addition to the emissions for which we are directly responsible, we are also creating **incentives to reduce the carbon footprint of third parties**. For example, these include airlines operating at STR and our passengers. We support the aviation industry in its transition towards lower emission technologies. We also actively promote the expansion of other modes of transportation, such as local and long-distance public transit by rail and road. So far, there are no specific targets for Scope 3, as we have only indirect influence over the efforts of third parties.

We continuously review the reduction path and adjust our measures accordingly. In our annual integrated report, we transparently disclose our progress.





CO_{2eq} = CO_2 equivalents
Base year 1990: 15.927 CO_{2eq}

Stuttgart Airport has already taken a number of steps in the past to achieve its carbon goal. These include **switching to renewable electricity**, **optimizing process energy use**, **expanding solar power systems**, and systematically **electrifying the entire vehicle fleet**.

In the future, additional steps will be necessary in addition to the measures already mentioned. In particular, the **continued transition of the heating supply** is necessary to further reduce direct emissions through technical measures.

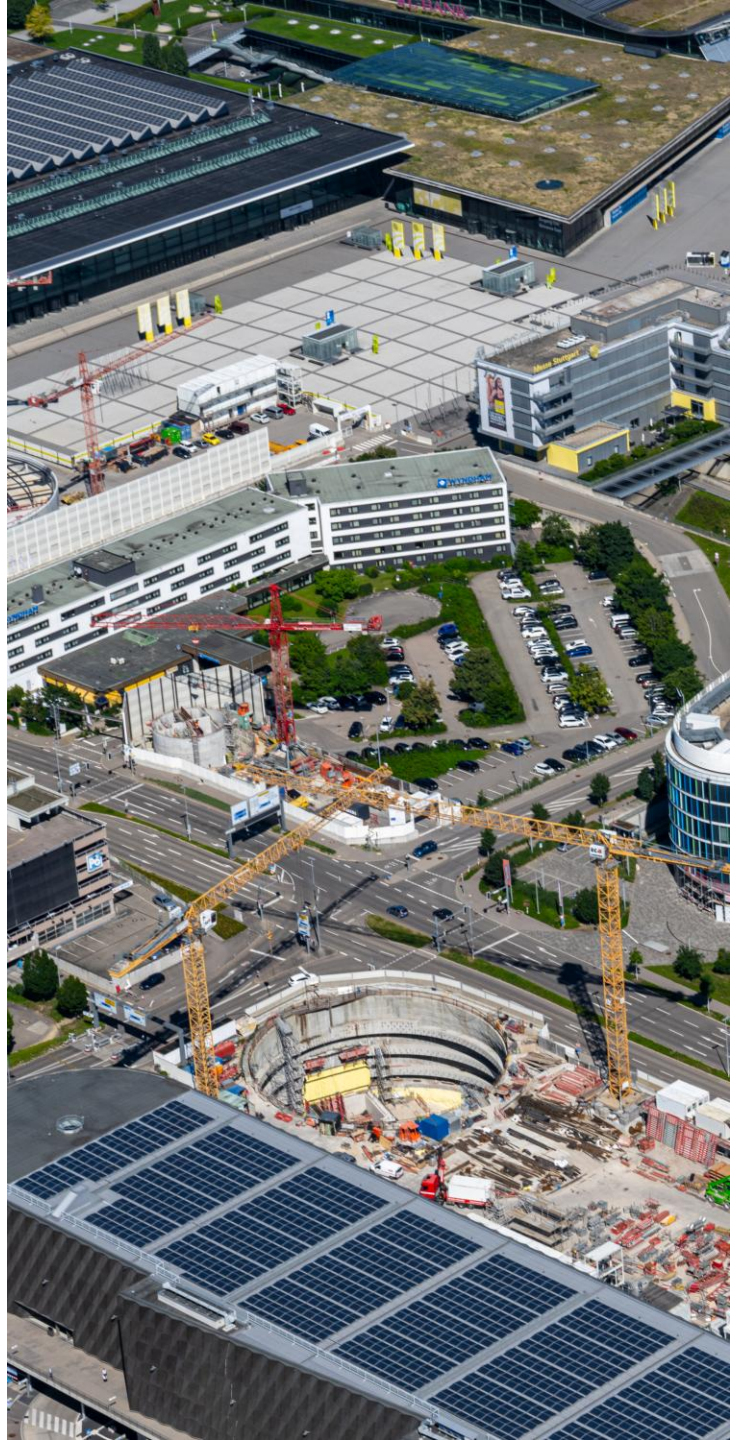
The **heat supply** will be gradually transitioned to a **renewable source**. To this end, **adjustments will first be made at the southern heating plant**. The transformation plan calls for approximately 80% of the heat supply there to be converted to renewable energy for the time being. The remaining portion of the supply at the southern heating plant will be converted before 2040 as well. Heat pumps, thermal storage systems and power-to-heat plants are to be integrated. The expected savings amount to approximately **900 tons of CO_2**.

The conversion of the technical systems is highly complex; therefore, the experience gained from the conversion at the southern heating plant will be used to make **the large-scale conversion project at the northern heating plant** as efficient as possible. The specific transformation plan for this large-scale project has therefore not yet been finalized. The expected reduction is approximately **6,000 tons of CO_2**.

We build sustainably.

Flughafen Stuttgart GmbH constructs new buildings in accordance with applicable sustainability standards at a minimum and has them certified. The **Energy and Climate Master Plan** sets efficiency requirements for electricity and heat in new construction and renovation projects. In addition, **smart grids are being expanded**. This allows demand to be balanced with the fluctuating electricity output from renewable sources.

Depending on a building's use, the requirements for indoor comfort may be higher or lower. To conserve resources, Stuttgart Airport evaluates these requirements on a case-by-case basis and adjusts them to the necessary level. **Tenants receive guidance on selecting efficient technical equipment** and **designing their leased spaces to conserve energy.**



We promote renewable energies.

Our Energy and Climate Master Plan forms the foundation for the **energy transition at Stuttgart Airport**. It includes guidelines for the expansion of renewable energy and efficiency standards. We are committed to sourcing renewable energy and generating our own electricity through solar systems. We are installing these systems on all suitable areas of the airport grounds. When it comes to heating new buildings, we are avoiding fossil fuels and consistently pursuing the transition to sustainable heat generation.

So far, we have installed **seven solar systems**. We use the energy from five of them for our own consumption. The first of these systems was installed in 2016. Since then, the share of solar power we use for our own needs has increased many times over. At the same time, this reduces the amount of electricity we must purchase under Scope 2. Overall, we aim to increase our **electricity generation to approximately 28 gigawatt-hours by 2040**.

Sustainable mobility drives us forward.

Stuttgart Airport supports the **mobility transition** and is committed to low-emission transportation solutions on the airport grounds, for the arrival and departure of passengers, airport visitors, and employees as well as for our own employees' business travel. We are phasing out fossil fuels, promoting car-sharing models and other alternatives to private vehicle use and we are transitioning to a fleet of electric vehicles.

The transition to electric ground handling vehicles began as early as September 2016. Since then, several electrification projects have been carried out, and more are planned. Between 2010 and 2025, the transition of the ground handling fleet has led to a **reduction of carbon emissions in Scope 1 of approximately 98%,** which amounts to **around 12,500 tons of CO_2**.

We are committed to ensuring that travelers have the **best possible connections to public transportation** – especially to the rail network. This minimizes the need for additional parking spaces. When business travel is unavoidable, our travel policy requires our employees to select the most climate-friendly option, depending on the distance. The CO_2 emissions generated by business travel are offset.

Stuttgart Airport is one of the best-connected locations in Baden-Württemberg. Traveling by S-Bahn, city rail, bus or bicycle helps reduce emissions – as does the use of electric vehicles and car-sharing.

We are **continuously expanding the e-mobility infrastructure** at the airport and adding more public charging stations on campus. These are conveniently located throughout the campus and include both standard and fast-charging stations. Our employees can charge their electric vehicles in the employee parking lots during work hours.

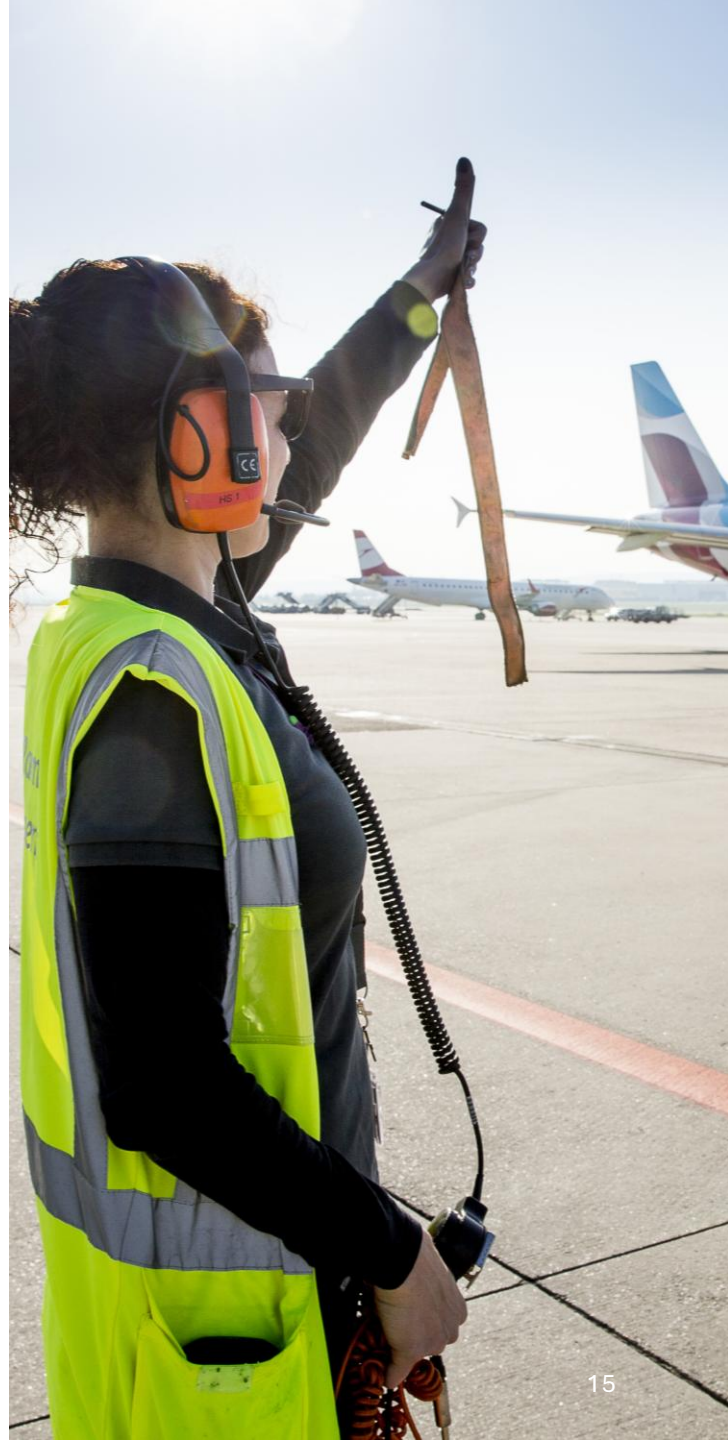
In addition, we offer incentives for employees to commute by public transportation. The airport covers 90% of the cost of the Deutschlandticket for employees who commute by public transport.

We help accelerate lower emission aviation technologies.

Stuttgart Airport is helping to make the vision of lower emission aviation a reality. Together with the scientific community, aircraft manufacturers, airlines and policymakers, we are driving technological progress forward.

A key lever for reducing emissions in air traffic is the use of **Sustainable Aviation Fuels (SAF)**. We are therefore actively involved in the “Allianz Neues Fliegen” to support the ramp-up of these fuels.

At the same time, we are **promoting the development of hydrogen technologies**. Hydrogen is a key component for achieving lower emission aviation in the long term – both as an energy source for future generations of aircraft and as the basis for the production of synthetic fuels (power-to-liquid). Stuttgart Airport has already participated in various research projects testing hydrogen fuel cell propulsion systems. Our fee schedule provides incentives to airlines for the use of SAF and electric aircraft.



In addition, we are **advancing the decarbonization of ground operations** to reduce jet fuel consumption there. Through extensive work, we have been able to equip a large portion of our apron parking positions underground with **stationary ground power units**. We thereby connect these to the high-voltage power grid. So far, 75% of the parking positions have been retrofitted. Previously, mobile, diesel-powered generators (GPUs) were used there. The remaining positions are currently being replaced with battery-powered GPUs. Compared to diesel-powered GPUs, the new systems improve energy efficiency by about 80% and are quiet and locally emission-free.

In addition to the power supply, STR is further expanding its infrastructure by installing **pre-conditioned air (PCA) systems at aircraft positions** near the terminal. These systems enable the external air conditioning of aircraft while they are parked. We expect that – once implemented – this will reduce CO_2 emissions at STR by approximately **1,500 tons per year**.

By using ground power and PCA, airlines can significantly reduce the operating time of their auxiliary power units and thus consume less jet fuel. Both technologies improve working conditions on the apron and **contribute to Scope 3 emissions reductions**.

Together, we can achieve our climate goals.

We make **project decisions based on economic viability as well as environmental and social considerations**. We take carbon emissions into account and calculate the corresponding costs internally. In this way, we promote investments in lower-emission technologies and activities.

Our carbon reduction goal can only be achieved if we move forward together as a company. **Everyone is encouraged to get actively involved**. All measures implemented to date (end of 2025) have led to a 42 % reduction in our direct emissions.

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