



Socio-economic accountability

Sonja Hoffman, service owner Landside and responsible for bicycle policy:

‘Schiphol encourages employees to travel by bicycle more often. And it’s working. Thanks to more cycle paths at and around Schiphol, an attractive bicycle allowance and improved bike facilities at the airport, more and more employees are swapping cars for bicycles.’

Reporting guidelines

In order to disclose relevant information regarding our non-financial performance, RSG draws from international reporting guidelines and best practices regarding non-financial information. We elaborate on the elements of the European Directive regarding non-financial information in section [Disclosure on EU Non-Financial Reporting Directive](#) in this report, and we report with reference to the (GRI) Standards of the Global Reporting Initiative. The [GRI Content Index](#) pinpoints information in this report regarding the indicators that are relevant to our business operations. The GRI sector supplement for airports has also been applied. Furthermore, our annual reporting is inspired by the [International Integrated Reporting Council framework](#) as can be seen in our [Value creation model](#) as well as other elements of our reporting.

With the Corporate Sustainability Reporting Directive (CSRD) coming into effect as of 2024, RSG has taken significant steps towards compliance with this reporting framework. Due to the interoperability between CSRD and GRI we have taken the opportunity to extend our reporting in this year's annual report already with metrics resulting from the CSRD. This will provide a baseline and comparability in upcoming years of reporting under CSRD. As such, our non-financial disclosures is based on GRI, IIRC, SDG and draws inspiration from CSRD. For detailed reference, please consult the [GRI Content Index](#) for the highlighted connections between these reporting frameworks.

Annual reports of state shareholdings are required to participate in the Transparency Benchmark, which is a benchmark study commissioned by the Ministry of Economic Affairs and Climate Policy. RSG has been participating in the benchmark since 2006 and our 2018 annual report won the prize for the most transparent annual report. Next to that, previous year's annual report was shortlisted by *Ducth Financieel Dagblad* for the *Henri Sijthoff award*, in the category non-listed organisations.

Reporting method

RSG has the ambition to create the most sustainable and high-quality airports in the world. Our financial, operational, and social performance are consolidated in one annual report. Aligned with our Vision 2050, structured around our Key Qualities—Quality of Network, Quality of Life, Quality of Work and Quality of Service—and underpinned by Safety and a Robust organisation, our annual report and associated data follow this framework. Our eight Top Performance Indicators (TPIs) are directly connected to Vision 2050.

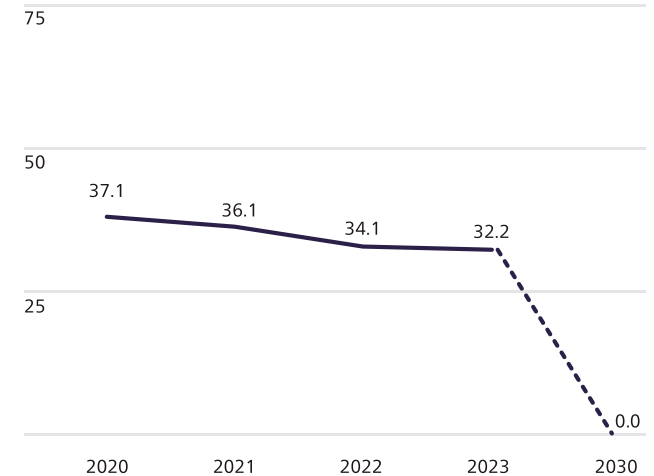
This report's [Corporate Governance](#) section outlines our sustainability governance structure. Our sustainability ambitions and goals for 2023 remain consistent, as detailed in the [Quality of Life](#) section, illustrating our roadmap toward achieving sustainability targets by 2030. Further information is accessible online at [schiphol.nl](#) and [schiphol.nl/sustainability](#).

Amsterdam Airport Schiphol accounts for the majority of Royal Schiphol Group's activities. Hence, we have aligned definitions and reporting processes among Amsterdam Airport Schiphol, Rotterdam The Hague Airport, Eindhoven Airport, and Lelystad Airport to enhance comparability, clarifying any differences in this report. To enhance measurability, we've maintained differences in definitions only where necessary to enhance understanding of the specific operation. While the data in the annual report is systematically collected and verified for reliability, RSG acknowledges that certain information may be assumption-based. Where definitions defer from the overall definition or where assumptions are made, we have disclosed this is done.

Regarding CO₂e emissions reporting, emission factors may change yearly. We typically restate previous years' figures for CO₂e emissions for gas and fuels, aiming to achieve zero emissions in these categories by 2030. Refer to the [Energy-positive](#)

Towards zero emissions 2030 Amsterdam Airport Schiphol

Realised emissions in CO₂e in kilo tonnes for fuel airside and natural gas



[airports](#) section for detailed information on Schiphol's 2023 CO₂e emissions.

RSG's independent external accountant signs the auditors report and provides limited assurance on selected socio-economic information and the allocation of the proceeds of our green bonds as presented in this report. Comments or questions regarding the 2023 annual report can be directed by email to investor_relations@schiphol.nl.

Scope

In the 2023 annual report, we report on the [results](#) achieved in relation to the material topics as outlined in the [materiality matrix](#). This helps us clarify the impact and relevance of the disclosed information to readers. In 2023, we performed the materiality assessment with an updated approach in line with CSRD requirements, as described in [Materiality analysis](#). The topics in the [materiality matrix](#) relate to Amsterdam Airport Schiphol, Rotterdam The Hague Airport, Eindhoven Airport and Lelystad Airport. Our general approach is to include all entities that are fully consolidated in the financial statements in the socio-economic disclosures; however in particular instances we

diverge from this approach; were this occurs, we have stated so. In 2023, no new material (dis)investments occurred that were had an impact on our socio-economic reporting.

In this report, we use the names 'Royal Schiphol Group', 'Schiphol Group' or 'the Group' when referring to the entire group, and Schiphol when referring only to (our activities at) the Schiphol location. We have a majority stake in our Regional airports and a reference to the group also includes them; the exception of Maastricht-Aachen Airport, where we have a minority stake. Our international activities and participations pursue their own initiatives, which are geared towards their local environment but are consistent with RSG's vision. All topics included in the [materiality matrix](#) are relevant to our airports and other parties in the [value chain](#). This annual report includes information on material topics over which Royal Schiphol Group has full control. The performance reported in these areas also concerns our partners in the value chain where relevant and stated.

CSRD readiness

This annual report still falls under NFRD (Non-Financial Reporting Directive) and therefore RSG applies GRI as a reporting standard for our non-financials. Nonetheless, RSG is making efforts to become CSRD ready by annual report 2024.

In this annual report we have already used the Double Materiality concept for our reporting, resulting in a few existing material topics being split into multiple topics and two new material topics. We have described the process for this year and are reperforming this exercise again in 2024, including an external validation. Next to that, the definitions of our material topics have been finetuned to fit more closely to the CSRD definitions.

We have already placed significant effort to introduce additional metrics related to "carbon emissions" and our "own workforce" in this annual report. The definitions of these metrics are CSRD already compliant. More extensive disclosure in the Governance section related to ESG-responsibilities of the Board have been included and the reporting on EU Taxonomy eligibility now extended to 6 environmental objectives. EU Taxonomy alignment is still reported as 0% due to outstanding Minimum Safeguards in place and lack of (evidence for) meeting technical screening criteria.

In the upcoming year, RSG teams are placing significant efforts to close the remaining gaps towards CSRD reporting. This includes embedding the necessary process controls for obtaining limited assurance on full sustainability reporting, creating policy documentation for external publication and making the missing metrics available.

Stakeholders

We maintain a regular dialogue with our stakeholders to understand their needs and interests. The nature and frequency of these communications are diverse, as are the material aspects covered in our discussions. The stakeholder groups are based on our five main stakeholders as identified in our [Vision 2050](#) and our [materiality analysis](#). The table below lists more details on our consultations with our stakeholders. This overview is not exhaustive. The results achieved for each material topics are included in the [Results](#) chapter.






Stakeholder	Matters discussed
Airlines	<ul style="list-style-type: none"> Facilitating safe and responsible travel, and connectivity Sustainable development of the aviation sector On-time performance Operational challenges Follow-up on government decision to reduce ATMs at Schiphol Re-establish the capacity for the summer season 2024
Passengers	<ul style="list-style-type: none"> Facilitating safe and responsible travel Efforts to improve traveller journey incl. get ready for security campaign, time slot security, wellness concept Hollisteq, improve wayfinding, smart maintenance, new car rental service, hospitality teams
Local residents	<ul style="list-style-type: none"> Improvement of Quality of Life Noise and hindrance reduction Government decision to reduce ATMs at Schiphol BAS Employment, education and training Runway maintenance
Sector partners	<ul style="list-style-type: none"> Facilitating safe and responsible travel Licence to operate Quieter, cleaner, better: Schiphol Airport's eight point plan ISMS to strengthen safe operations in conjunction with all chain partners Ambition and progress on sustainability of airport and aviation impacting the licence to operate Quality of work
Government bodies	<ul style="list-style-type: none"> Safe and responsible travel Quieter, cleaner, better: Schiphol Airport's eight point plan Quality of work Sustainability Follow-up on decision to reduce ATM's at Schiphol Nitrogen emissions and depositions Noise and hindrance reduction LVB 1 EES Infrastructure (Airrail, North/South metroline) Slots directive General Elections 2023
Financial stakeholders	<ul style="list-style-type: none"> Cost control Monitoring the creditworthiness of the Group International activities Capex outlook Sustainable development of Schiphol beyond 2023
Business partners	<ul style="list-style-type: none"> Facilitating safe and responsible travel Airside electric charging Circular construction practices Safe working campaigns for main contractors Personalised offering
Employees	<ul style="list-style-type: none"> Quality of work Improving employee journey Facilitating safe and responsible travel Labour conditions and relations Schiphol career hub Collective labour agreement Diversity, equity and inclusion
Network and special interest organisations	<ul style="list-style-type: none"> Collaboration and knowledge sharing Prevention of wildlife trafficking Net-zero-carbon aviation Sustainable commuter and travel policy Schiphol Group Joint lobby sustainable aviation Infrastructure (Airrail, North-South metroline)
Knowledge institutions	<ul style="list-style-type: none"> Research noise disturbance Research into sustainable aviation fuels Research into a new way of working in Schiphol's baggage halls





The UN Sustainable Development Goals

Introduced in 2015 by the United Nations, the UN Sustainable Development Goals (SDGs) relate to the 17 most important challenges facing the world towards 2030. RSG identified nine

goals to actively support and contribute to over the following two decades. Behind the 17 goals are 169 key performance indicators (KPIs). To make our SDG approach clearer and more transparent, we publish the relevant KPIs for RSG in the Annual Report. Please

refer to initiatives and the material topics described in the SDG table for details of how we are working to contribute to the goals and to continuously improve as an organisation.

SDG	Contribution to SDG targets	Results and initiatives	Material topics
SDG 5 	Gender equality 5.C Adopt and strengthen sound policies and enforceable legislation for the promotion of gender equality and the empowerment of all women and girls at all levels	<ul style="list-style-type: none"> – Diversity and Inclusion ambition – 31% female employees – Diversity, Equity and Inclusion dimensions (work groups) – DE&I measurement – DE&I conscious recruitment strategy – Diversity, Equity and Inclusion Board 	Diversity, equity and inclusion own workforce
SDG 7 	Affordable and clean energy 7.2 By 2030, increase substantially the share of renewable energy in the global energy mix	<ul style="list-style-type: none"> – Schiphol Group operates on 100% renewable wind energy – Eindhoven Airport, Rotterdam The Hague Airport and Lelystad Airport all operate on 100% green gas – ACA Level 5 for Schiphol, Rotterdam The Hague Airport and Eindhoven airport 	Energy-positive airports Sustainable aviation
SDG 8 	Decent work and economic growth 8.5 By 2030, achieve full and productive employment and decent work for all women and men, including for young people and persons with disabilities, and equal pay for work of equal value 8.8 Protect labour rights and promote safe and secure working environments for all workers	<ul style="list-style-type: none"> – Number of persons employed at Schiphol site and direct surroundings: 71,000 – E-NPS: 24 – LTIF: 1.6 – (International) Alliances and participations – Aviation Community Schiphol – The Safety Leadership principles – Human rights policy 	Employment practices own workforce Employment practices in value chain Safety and security Business ethics and corporate culture
SDG 9 	Industrial innovation and infrastructure 9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all 9.4 By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes	<ul style="list-style-type: none"> – Passenger and cargo volumes by mode of transport: 71 million passengers and 1.38 million tonnes of cargo – Energy efficiency level: 4% – Member of Mobility alliance – Member of MASH coalition (e.g. North-South metro line extension) – A-Pier is on track for LEED Gold – Cargo Building 17 is on track for BREEAM Excellent 	Accessibility Energy-positive airports Sustainable aviation Resource use (inflows, outflows) Societal value
SDG 11 	Sustainable cities and communities 11.6 By 2030, reduce the adverse per-capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management	<ul style="list-style-type: none"> – Annual mean levels of fine particulate matter (PM10): The Schiphol site met all governmental requirements, which are based on the EU directive 2008/50/EG, for this category during the 2023 operating year (well below the European annual mean limit of 40µg/m³) – Electrification of vehicles towards zero emissions (Roadmap Zero Emissions Airside) – Sustainable taxiing roadmap – Schiphol Quality of Life Foundation – Minder Hinder Schiphol – NotiFly – 8 Punten Plan 	Energy-positive airports Sustainable aviation Noise Air pollution Engaging with our communities Waste

SDG	Contribution to SDG targets	Results and initiatives	Material topics
SDG 12	 <p>Responsible consumption and production 12.2 By 2030, achieve sustainable management and efficient use of natural resources 12.B Develop and implement tools to monitor sustainable development impacts for sustainable tourism that creates jobs and promotes local culture and products</p>	<ul style="list-style-type: none"> – Separation rate: 46.5% – Circular economy strategy – Leader of TULIPS consortium, including workpackage 6: Circular airports – Zero waste dashboard – New partnership with Renewi 	Circularity
SDG 13	 <p>Climate Action 13.2 Integrate climate change measures into national policies, strategies and planning</p>	<ul style="list-style-type: none"> – Energy-positive strategy – 40,000 tonnes of SAF delivered at Schiphol – Achieving SBTi validation for Amsterdam Airport Schiphol – Invest in and research into sustainable aviation fuels, e.g. biokerosene factory in Delfzijl and Synthetic Kerosene research at Rotterdam The Hague Airport – Sustainability is integrated into airport charges – Leader of TULIPS consortium – Co-initiator of net-zero carbon 2050 resolution ACI Europe Agreement Dutch Sustainable Aviation – Rotterdam The Hague Airport hydrogen projects – Eindhoven Airport aims for 30% reduction of CO₂e emitted from departing aircraft by 2030 (compared to baseyear 2019) 	Energy-positive airports Climate adaptation Sustainable aviation
SDG 15	 <p>Life on land 15.7 Take urgent action to end poaching and trafficking of protected species of flora and fauna and address both demand and supply of illegal wildlife products</p>	<ul style="list-style-type: none"> – Chair of the Airports Council International (ACI) Wildlife Trafficking Taskforce – Policy on Human and Wildlife Trafficking – Wildlife Hazard Management 	See: Wildlife trafficking under Sustainable Aviation
SDG 16	 <p>Peace, justice and strong institutions 16.5 Substantially reduce corruption and bribery in all their forms</p>	<ul style="list-style-type: none"> – Reported integrity issues: 32 – Code of Conduct – Human rights policy 	Sustainable aviation Business ethics and corporate culture Supplier and procurement practices

GRI Content Index

GRI guidelines for sustainability reporting

Royal Schiphol Group has reported with reference to the 2021 GRI Standards for the period 1-1-2023 till 31-12-2023

Ref. GRI	Description	Chapter	External assurance section	Information and reference
2-1	Organisational details	Financial Statements Our company Corporate governance	Yes No No	Location of headquarters: Evert van de Beekstraat 202, 1118 CP Schiphol
2-2	Entities included in the organizations's sustainability reporting	Financial Statements Socio-economic accountability	Yes Yes	
2-3	Reporting period, frequency and contact point	Socio-economic accountability	Yes	Reporting period: 01-01-2023 - 31-12-2023 Reporting cycle: Annual Contact point: investor_relations@schiphol.nl
2-4	Re-statements of information	Socio-economic accountability	Yes	Restatement of information is done where relevant by using footnotes
2-5	External assurance	Assurance report	Yes	
2-6	Activities, value chain and other business relationships	Our company About us and our Why Passenger and airline journey Socio-economic accountability	No No No Yes	
2-7	Employees	Employment practices	Yes	<p>Total FTE's Royal Schiphol Group: 2,820</p> <p>Total FTEs per Entity Amsterdam Airport Schiphol: 2,571 Lelystad Airport: 46 Eindhoven Airport: 82 Rotterdam The Hague Airport: 121</p> <p>The total FTE per entity are reported on as an average over the entire reporting period.</p> <p>Total employees split by gender Fulltime Total:2833.2 Male:2035.7 Female:797.5 Parttime Total:209.8 Male: 90.19 Female:119.61</p> <p>The total split by gender is reported on in FTE, and represents the numbers at the end of the reporting period for RSG. There have been no significant fluctuations in the number of employees during the reporting period.</p>
2-8	Workers who are not employees		No	This topic is not included in the reporting of FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
2-9	Governance structure and composition ¹	Governance	No	
2-10	Nomination and selection of the highest governance body	Governance	No	More detailed information can be found on our website in e.g. our Articles of Association, the Supervisory Board Regulations and the Management Board Rules. See https://www.schiphol.nl/en/schiphol-group/page/corporate-governance/
2-11	Chair of the highest governance body	Governance	No	More detailed information can be found on our website in e.g. our Articles of Association, the Supervisory Board Regulations and the Management Board Rules. See https://www.schiphol.nl/en/schiphol-group/page/corporate-governance/

Ref. GRI	Description	Chapter	External assurance section	Information and reference
2-12	Role of the highest governance body in overseeing the management of impacts ²	Governance	No	More detailed information can be found on our website in e.g. our Articles of Association, the Supervisory Board Regulations and the Management Board Rules. See https://www.schiphol.nl/en/schiphol-group/page/corporate-governance/
2-13	Delegation of responsibility for managing impacts	Governance	No	More detailed information can be found on our website in e.g. our Articles of Association, the Supervisory Board Regulations and the Management Board Rules. See https://www.schiphol.nl/en/schiphol-group/page/corporate-governance/
2-14	Role of the highest governance body in sustainability reporting	Governance	No	More detailed information can be found on our website in e.g. our Articles of Association, the Supervisory Board Regulations and the Management Board Rules. See https://www.schiphol.nl/en/schiphol-group/page/corporate-governance/
2-15	Conflicts of interest	Governance	No	More detailed information can be found on our website in e.g. our Articles of Association, the Supervisory Board Regulations and the Management Board Rules. See https://www.schiphol.nl/en/schiphol-group/page/corporate-governance/ Also note that among other matters, the Royal Schiphol Group Code of Conduct contains the internal reporting regulations for misconduct and fraud (the Whistle-blower Regulations).
2-16	Communication of critical concerns	Governance	No	More detailed information can be found on our website in e.g. our Articles of Association, the Supervisory Board Regulations and the Management Board Rules. See https://www.schiphol.nl/en/schiphol-group/page/corporate-governance/ Also note that among other matters, the Royal Schiphol Group Code of Conduct contains the internal reporting regulations for misconduct and fraud (the Whistle-blower Regulations).
2-17	Collective knowledge of the highest governance body	Governance	No	More detailed information can be found on our website in e.g. our Articles of Association, the Supervisory Board Regulations and the Management Board Rules. See https://www.schiphol.nl/en/schiphol-group/page/corporate-governance/
2-18	Evaluation of the performance of the highest governance body	Governance	No	More detailed information can be found on our website in e.g. our Articles of Association, the Supervisory Board Regulations and the Management Board Rules. See https://www.schiphol.nl/en/schiphol-group/page/corporate-governance/
2-19	Remuneration policies	Corporate governance Remuneration	No	
2-20	Process to determine remuneration	Corporate governance Remuneration	No	
2-21	Annual total compensation ratio	Corporate governance Remuneration	No	
2-22	Statement on sustainable development strategy	Corporate governance Message from the CEO	No	Also refer to our website https://www.schiphol.nl/en/schiphol-group/page/road-to-the-most-sustainable-airports/
2-23	Policy commitments	Risk management Business ethics and corporate culture	No Yes	More information on specific policies can be found on our website e.g. : <ul style="list-style-type: none"> – Integrity policies such as the Code of Conduct, Supplier Code and Human Rights Policy. See https://www.schiphol.nl/en/schiphol-group/page/code-of-conduct-integrity-guidelines-compliance-and-supplier-code/ – Climate agreements, such as the Smart and Sustainable action plan for Dutch aviation and other international agreements. See https://www.schiphol.nl/en/schiphol-group/page/climate-agreements/ – Policy on human and wildlife trafficking. See https://www.schiphol.nl/en/schiphol-group/page/tackling-illegal-trade-in-people-plants-and-wildlife/

Ref. GRI	Description	Chapter	External assurance section	Information and reference
2-24	Embedding policy commitments	Quality of Life Business ethics and corporate culture	Yes Yes	Also refer to our Sustaining your world roadmap. See https://www.schiphol.nl/en/schiphol-group/page/road-to-the-most-sustainable-airports/
2-25	Processes to remediate negative impacts	Engaging with our communities Business ethics and corporate culture	Yes Yes	Also refer to our website for different grievance mechanisms: <ul style="list-style-type: none"> - https://www.schiphol.nl/en/schiphol-group/page/code-of-conduct-integrity-guidelines-compliance-and-supplier-code/ - https://www.schiphol.nl/en/contact-schiphol/ - https://bezoekbas.nl/ - https://www.schiphol.nl/en/page/privacy-and-cookies/
2-26	Mechanisms for seeking advice and raising concerns ³	Business ethics and corporate culture	Yes	Note that among other matters, the Royal Schiphol Group Code of Conduct contains the internal reporting regulations for misconduct and fraud (the Whistleblower Regulations). Also refer to our website for different grievance mechanisms: <ul style="list-style-type: none"> - https://www.schiphol.nl/en/schiphol-group/page/code-of-conduct-integrity-guidelines-compliance-and-supplier-code/ - https://www.schiphol.nl/en/contact-schiphol/ - https://bezoekbas.nl/ - https://www.schiphol.nl/en/page/privacy-and-cookies/
2-27	Compliance with laws and regulations	Business ethics and corporate culture Corporate Governance	Yes No	This topic is not included in the reporting of FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
2-28	Membership associations	Supervisory Board Executive team Socio-economic accountability	No No Yes	Industry association Airports Council International, World economic Forum.
2-29	Approach to stakeholder engagement	Material topics 2023 Socio-economic accountability	Yes Yes	In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
2-30	Collective bargaining agreements		No	92.2 % of employees covered by CLAs for Amsterdam Airport Schiphol. For employees with above CLA contracts, the CLA is used as reference for the working conditions. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24, to include our regional airports.
3-1	Process to determine material topics	Material topics 2023 Socio-economic accountability	Yes Yes	
3-2	List of material topics ⁴	Material topics 2023 Socio-economic accountability	Yes Yes	For elaboration on the impacts, goals, actions and progress of the material topics, please refer to the consecutive chapters in the Our results section of the annual report.
3-3	Management of material topics	Material topics Corporate Governance Socio-economic accountability	Yes No Yes	Schiphol Group consciously weighs the quality of network, quality of life, quality of service and quality of work. Our results show how we shoulder our responsibilities and seek to strike a balance between the positive and negative effects of our operations.

Ref. GRI	Description	Chapter	External assurance section	Information and reference
Material topics				
Network of destinations				
1 ⁵	Number of passengers handled over the course of one year, categorised according to international and domestic flights and OD and transfer passengers, including transit-direct passengers	Network of destinations	Yes	Amsterdam Airport Schiphol excl. transit-direct Passengers: 61,887,628 European: 43,339,518 Intercontinental: 18,548,110 OD passengers (total): 39,431,773 European OD: 29,689,136 OD Intercontinental: 9,742,637 Transfer (total): 22,455,853 European transfer: 13,650,382 Intercontinental transfer: 8,805,471 Transit-direct passengers: 3,916
AO2	Number of air transport movements over the course of one year, categorised into day and night-time flights, and commercial, non-commercial and cargo flights	Network of destinations	Yes	Amsterdam Airport Schiphol Air transport movements (cargo and passenger): 441,969 Cargo flights (commercial): 15,969 Passenger flights (commercial): 426,000 General aviation (non-commercial): 22,758 Night-time flights (commercial): 16,551
AO3	Cargo volume	Network of destinations	Yes	Amsterdam Airport Schiphol: 1,378,041,974 kg
	Number of ICA destinations	TPI performance 2023	Yes	
Accessibility				
	Accessibility	Accessibility	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
Energy positive airports				
302-1	Energy consumption within the organisation	Energy-positive airports	Yes	In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
		Schiphol Group full value chain emissions	No	
302-4	Reduction of energy consumption	Energy-positive airports	Yes	
305-1	Greenhouse gas emissions - Scope 1 ⁶	Energy-positive airports	Yes	
		TPI performance 2023	Yes	
		Schiphol Group full value chain emissions	No	
305-2	Greenhouse gas emissions - Scope 2	Energy-positive airports	Yes	
		TPI performance 2023	Yes	
		Schiphol Group full value chain emissions	No	
305-3	Greenhouse gas emissions - Scope 3	Energy-positive airports	Yes	
		TPI performance 2023	Yes	
		Schiphol Group full value chain emissions	No	
305-5	Reduction of greenhouse gas emissions	Energy-positive airports	Yes	
		TPI performance 2023	Yes	
		Schiphol Group full value chain emissions	No	
Sustainable aviation				
	Sustainable aviation fuel contribution	Sustainable aviation	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.

Ref. GRI	Description	Chapter	External assurance section	Information and reference
Climate adaptation				
	Climate adaptation	Climate adaptation	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
Air pollution				
	Air pollution	Air pollution	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
	Air quality composition	Air pollution SDG table	Yes Yes	Air quality at Schiphol is continuously monitored by the government; the province of North Holland has three air quality meters in the vicinity of the airport and publishes its measurements online.
Water pollution				
	Water pollution	Water pollution	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
Soil pollution				
	Soil pollution	Soil pollution	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
Circularity				
	Circularity	Circularity	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
306-1	Waste generation and significant waste-related impacts	Circularity Quality of life	Yes Yes	For infrastructure, we focus on circular design and the reuse of materials. Training of staff, materials hubs and material passports are key enablers. For operational processes, we minimise, separate and upcycle everyday catering, office and aircraft residuals. We focus on better separation, while phasing out selected single-use products. Furthermore, in preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
306-2	Management of significant waste-related impacts	Circularity Quality of life	Yes Yes	For infrastructure, we focus on circular design and the reuse of materials. Training of staff, materials hubs and material passports are key enablers. For operational processes, we minimise, separate and upcycle everyday catering, office and aircraft residuals. We focus on better separation, while phasing out selected single-use products. Waste data is obtained from our contractors and monitored internally through periodic reporting. Furthermore, our supplier code includes the stipulation for our suppliers to actively contribute to our sustainability goals. Furthermore, in preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
306-4	Waste diverted from disposal	Circularity Quality of life	Yes Yes	We aim for the high-value recycling of residual flows, which yields economic residual value. Separated residual flows account for a total volume in tonnes. Other information is not material. Specific other (e.g. project related) results are reported in Waste. Furthermore, in preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
AO6	Aircraft and pavement de-icing/anti-icing fluid used and treated by m3 and/or tonnes	Circularity	Yes	

Ref. GRI	Description	Chapter	External assurance section	Information and reference
Noise				
AO5	Ambient air quality levels according to pollutant concentrations in microgram per m ³ or parts per million (ppm) by regulatory regime	Energy-positive airports SDG table	Yes Yes	
AO7	Number of people living in noise-affected areas	Noise	Yes	
Engaging with our communities				
413-1	Operations with local community engagement, impact assessments, and development programs	Engaging with our communities	Yes	
413-2	Operational activities with a significant (potentially) negative impact on the local environment	Engaging with our communities	Yes	The area around the airport is especially likely to experience noise disturbance See also: www.bezoekbas.nl
AO8	(Estimated) number of people to be voluntarily or involuntarily relocated in connection with the development or expansion of an airport	Engaging with our communities	Yes	Expansion of the airport in 2023 did not require any relocations of local residents.
	Reputation Score	TPI performance 2023	Yes	
Societal value				
	Societal value	Societal value	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
Employment practices own workforce				
401-1	Number of new employees and staff turnover	Employment practices own workforce	Yes	In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
403-9	Work-related ill-health	Safety and security	Yes	Number of cases of recordable work-related ill health: Amsterdam Airport Schiphol : 42 Rotterdam The Hague Airport: 0 Eindhoven Airport: 0 Lelystad Airport: 0
	Employee promoter score	TPI performance 2023	Yes	
Diversity, equity & inclusion in own workforce				
	Diversity, equity & inclusion	Diversity, equity & inclusion in own workforce	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
Employment practices in value chain				
	Employment practices in value chain	Employment practices in value chain	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
Consumer and end-user experience				
	Net Promoter Score	Consumer and end-user experience TPI performance 2023	Yes Yes	
Business continuity				
	Business continuity	Business continuity	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.

Ref. GRI	Description	Chapter	External assurance section	Information and reference
Cybersecurity				
	Cybersecurity	Cybersecurity	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
Airport capacity				
	On-time performance	TPI performance 2023	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
Safety and security				
AO9	Number of animals involved in wildlife strikes per 10,000 air transport movements	Safety Our regional airports	Yes Yes	Bird strikes are deemed material and are reported on.
403-10	Work-related injuries	Safety Our regional airports	Yes Yes	Lost Time Injury Frequency and absenteeism are deemed material and are reported on.
	Net Safety Score	TPI performance 2023	Yes	
	Security	Security	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
Business ethics and corporate culture				
201-2	Financial implications and other risks and opportunities due to climate change	Risk Management Quality of life	No Yes	
201-4	Financial assistance received from government ⁷	Financial statements	Yes	
	Number of issues reported to the integrity committee	Business ethics and corporate culture	Yes	
Supplier and procurement practices				
	Supplier and procurement practices	Supplier and procurement practices	Yes	This topic is qualitatively reported on for FY23. In preparation for upcoming disclosure requirements (CSRD) we will evaluate our way of reporting for FY24.
Financial solidity				
201-1	Direct economic values ⁷	Financial Statements	Yes	
203-1	Development and impact of infrastructure investments and services provided primarily for public benefit	Airport capacity Accessibility	Yes Yes	We invested 678 million euros in 2023. A substantial portion of this is invested in improving, maintaining and optimally deploying the airport-related infrastructure. The long-term investments contribute to the quality, accessibility and development of the airport.
203-2	Insight into and description of significant indirect economic consequences, including their scale	About us and our Why Financial solidity Financial performance	Yes No No	
	ROE	TPI performance 2023	Yes	

1 GRI 2-9 relates to the WEF topic Quality of governing body

2 GRI 2-12 relates to the WEF topic Governing purpose

3 GRI 2-26 relates to the WEF topic Risk and opportunity oversight

4 GRI 3-2 relates to the WEF topic Stakeholder engagement

5 GRI A01-A09 are derived from the GRI Airport Operators Sector Supplement (2013)

6 GRI 305-1 relates to the WEF topic Climate change

7 GRI 201-1, 201-4, and, 401-1 relate to the WEF topic Employment and wealth generation

Non-Financial Information disclosure

Topic	Subtopic	Section reference
Business model		About us and our why
Relevant environmental matters	Policies pursued	Quality of life Energy positive airports Sustainable aviation Circularity Noise Engaging with our communities
	Outcome of policies	Quality of life Energy positive airports Sustainable aviation Circularity Noise Engaging with our communities
	Principal associated risks and mitigation	Risk Management
	Key performance indicators	Quality of life Energy positive airports Sustainable aviation Circularity Noise Engaging with our communities
Relevant social and personnel matters	Policies pursued	Quality of life Noise Engaging with our communities Safety Robust organisation Employment practices own workforce
	Outcome of policies	Quality of life Noise Engaging with our communities Safety Robust organisation Employment practices own workforce
	Principal associated risks and mitigation	Risk Management
	Key performance indicators	Quality of life Noise Engaging with our communities Safety Robust organisation Employment practices own workforce

Topic	Subtopic	Section reference
Relevant human rights matters	Policies pursued	Business ethics and corporate culture
	Outcome of policies	Business ethics and corporate culture
	Principal associated risks and mitigation	Risk Management
	Key performance indicators	Business ethics and corporate culture
Relevant anti-corruption and anti-bribery matters	Policies pursued	Business ethics and corporate culture
	Outcome of policies	Business ethics and corporate culture
	Principal associated risks and mitigation	Risk Management
	Key performance indicators	Business ethics and corporate culture

EU Taxonomy disclosure FY 2023

The EU Taxonomy mandates RSG to provide transparency on the environmentally sustainable nature of its economic activities. The European Regulation does so by classifying economic activities into (non-)environmentally sustainable activities for three KPI's: turnover, CAPEX and OPEX. Within these metrics economic activities are classified as eligible economic activities and aligned economic activities. RSG has been reporting on EU Taxonomy eligibility since FY 2021 for two environmental objectives: *Climate Change Adaptation (CCA)* and *Climate Change Mitigation (CCM)*. As of June 2023, the European Union has released technical screening criteria for additional economic activities for four other environmental objectives: *Sustainable use and protection of water and marine resources*, *Transition to a circular economy*, *Pollution prevention and control*, and *Protection and restoration of biodiversity and ecosystems*. Next to that, technical screening criteria for additional economic activities and amendments to the existing economic activities have been released for the *Climate objectives*.

With the increased potential scope of economic activities, significant effort has been placed this year in a more granular analysis of the economic activities for our CAPEX KPI. Next to the analysis at a more granular level, the Environmental Delegated Act has been taken into account for the eligibility assessment of economic activities under the other four environmental objectives.

For FY 2023, RSG has been unable to fully implement the Minimum Safeguards needed to claim alignment; as such the TSC and DNSH criteria have not been evaluated for any of the eligible economic activities. RSG has put a working group in place to ensure the Minimum Safeguards are put in place for the next reporting year, while starting conversation with value chain partners to discuss collaboration on data availability to adequately report on alignment next year.

A big milestone for RSG in putting the Minimum Safeguards in place will be the implementation of the Responsible Business Policy in 2024, that leverages a due diligence process as outlined by the OECD Guidelines for Multinational Enterprises and UNGP for Business and Human Rights.

RSG interprets an economic activity to be eligible when the activity is described by the European Union (EU) Taxonomy's Delegated Acts and Amendments, whether or not the technical screening criteria (TSC), Do No Significant Harm (DNSH) criteria and Minimum Safeguards criteria are met. An economic activity is deemed aligned when all the previous three criteria are met; hence the percentage "aligned" turnover, CAPEX and OPEX can be seen as environmentally sustainable activities. Nonetheless, the EU Taxonomy is a reporting regulation in development where economic activities and underlying criteria are being added and adjusted. Therefore the percentages of eligibility and alignment do not give a full reflection of RSG's sustainability efforts, but need to be interpreted within the context of the EU Taxonomy.

Basis for preparation

RSG will report on all three KPI's mandatory under EU Taxonomy: turnover, CAPEX and OPEX. RSG's reporting scope is in line with the reporting scope of the financial statements and thus includes our Regional Airports. The Capital Expenditure used for calculating the CAPEX KPI can be reconciled with our [Capital Expenditure in Segment Information](#), while the turnover used for the calculation of the turnover KPI can be reconciled with our [Consolidated Income Statement](#). The EU Taxonomy uses a significantly more narrow definition for OPEX than the OPEX definition that RSG applies in the financial statements, and therefore can not be reconciled.

The Operation Expenditure used for calculating the OPEX KPI is defined as all direct non-capitalised costs including supporting expenses that are not in CAPEX (relating to R&D, building renovation measures, short-term lease, maintenance and repair and day-to-day servicing of assets). RSG uses the predefined reporting template in table form for all three KPI's. In the next section we highlight RSG's most significant categories.

Eligibility

Contrary to our eligibility reporting of FY 2022, most economic activities that RSG deems eligible are related to our *Airport infrastructure (6.17)* rather than *Construction and real estate activities (7)*. This is mostly due to the reclassification of our significant levels of investments in our airport infrastructure. In this year's reporting we additionally identified economic activities related to *Water supply, sewerage, waste management and remediation activities (2)* as well as *Manufacturing (3)*. Due to the granularity of analysis we avoided the risk of double-counting turnover or CAPEX of economic activities.

The figures presented in this chapter only provide one view of observing RSG's wider sustainability efforts; the classification system of the EU Taxonomy provides only specific lense through which RSG's activities can be measured and is not exhaustive. Although significant steps have been made to perform a more granular analysis, data availability remains a challenge when disclosing information on eligible activities. Through next year's efforts with our value chain partners, the implementation of the CSRD, and the adjustment of internal reporting processes, we aim to improve our reporting.

Alignment

As RSG does not meet the Minimum Safeguards criteria yet, 0% alignment is reported on all KPI's. Not having implemented the Minimum Safeguards yet does not lead to any legal consequences, as the EU Taxonomy is a reporting regulation. Recognizing the importance of the Minimum Safeguards RSG has formed a working group that has been tasked to put the Minimum Safeguards in place and implement a Responsible Business Policy. It is critical for RSG to respect and maintain high awareness for human rights and good business conduct to achieve the ambition to be the world's most sustainable and high-quality airport. Moreover, it is in line with RSG's core values. The aim is to have the Minimum Safeguards in place in time for reporting on EU Taxonomy alignment in FY 2024.

Our role as an airport operator

RSG's ambition to be the most sustainable airport in the world. Our core business results in a significant potential for sustainable economic activities in the following EU Taxonomy activities.

Maintenance of roads and motorways (3.4)

One of the new economic activities provided under the *Transition to a circular economy* objective is defined as: "Maintenance of streets, roads and motorways, other vehicular and pedestrian ways, surface work on streets, roads, highways, bridges, tunnels, aerodrome runways, taxiways and aprons, defined as all actions undertaken to maintain and restore the serviceability and level of service of roads". Our investments in upgrading our airport's runways are important input to this category.

Low carbon airport infrastructure (6.17)

Annex I and II related to the *Climate objectives* provide us with the following definition: "Construction, modernisation, maintenance and operation of infrastructure that is required for zero tailpipe CO₂ operation of aircraft or the airport's own operations, and for provision of fixed electrical ground power and preconditioned air to stationary aircraft as well as infrastructure dedicated to

transshipment with rail and water transport." RSG qualifies an economic activity within this category as eligible when it is fundamental to the core business - our airport's own operations: investments in our gates and terminals, security facilities, and cargo facilities. The construction of these buildings are in line with the sustainability and energy-efficiency standards set out in our strategy for energy-positive airports. Commercial facilities (e.g. retail stores) have been qualified in the infrastructure category (7) of economic activities.

Air transport ground handling operations (6.20)

This economic activity is included for the first time, following the amendment of Annex I relating to the *Climate change mitigation* objective: "Manufacture, repair, maintenance, overhaul, retrofitting, design, repurposing and upgrade, purchase, financing, renting, leasing and operation of equipment and service activities incidental to air transportation (ground handling), including ground services activities at airports and cargo handling, including loading and unloading of goods from aircraft." RSG has deemed economic activities eligible under this category when related to ground handling operations like our baggage claim center and related facilities (e.g. the lifting aids).

Our role as a developer of commercial infrastructure

Next to RSG's core role as an airport operator, RSG has a role in developing the infrastructure and real estate that contributes to operating the airports. The following economic activities are a result of this role.

Demolition and wrecking of buildings and other structures (3.3)

The construction, redevelopment or upgrade of our infrastructure often results in demolition activities in the start of projects. Economic activities related to "the demolition and wrecking of buildings, roads and runways, .." are therefore deemed eligible.

Manufacture, installation, and servicing of high, medium and low voltage electrical equipment for electrical transmission and distribution that result in or enable a substantial contribution to climate change mitigation (3.20)

Given the impact RSG has on the electricity net in the area, RSG also invests heavily in the expansion and strengthening of the electricity in the area. All activities following from this involvement have been qualified as eligible activities: on the one hand the investments done by RSG in the electricity net, on the other hand the turnover resulting from this.

Construction, extension and operation of water collection, treatment and supply systems (5.1)

Providing the investments in infrastructure and airport infrastructure, investments in water systems like drainage and sewer is key. Hence we have qualified investments in such systems as eligible under this category.

Constuction of new buildings (7.1)

Significant part of RSG's economic activities are related to this category, defined as "Development of building projects for residential and non-residential buildings by bringing together financial, technical and physical means to realise the building projects for later sale as well as the construction of complete residential or non-residential buildings, on own account for sale or on a fee or contract basis." This is mainly related due to the narrow definition of the 6.17 (Low carbon airport infrastructure) and 6.20 (Air transport ground handling operations) categories. RSG's economic activities related to the development of commercial buildings, parking and retail facilities are covered under this category. Next to that, RSG classifies peripheral construction not directly related to our airport infrastructure under this category (e.g. fire station).

Acquisition and ownership of buildings (7.7)

RSG mainly applies this category for the ownership of buildings by applying the definition: "Buying real estate and exercising ownership of that real estate." Hence, rent and leases of commercial real estate and our terminals (e.g. retail stores) are considered as eligible under this category.

Turnover

The EU Taxonomy definition of the eligible turnover KPI concerns the net turnover derived from products or services (including intangibles) associated with Taxonomy-eligible economic activities, divided by the total net turnover.

The majority of Taxonomy-eligible turnover can be attributed to rental revenue from our real estate portfolio in line with economic activity *Acquisition and ownership of buildings* (7.7). The remaining part relates to revenue generated by electric charging points on the airport premises, in line with economic activity *Infrastructure enabling low-carbon road transport and public transport* (6.15). RSG has also evaluated its interpretation of economic activity *Low carbon airport infrastructure* (6.17) and has concluded that - given the energy efficiency of the terminals - revenues resulting from VIP and Premium services can be considered eligible as well. For the eligible turnover we have analyzed the actual amounts only.

With a constant evolution of the EU Taxonomy, RSG encourages the European Commission to have a further look at the air transportation sector. RSG's turnover is partially based on the airport charges to airlines and have a sustainability component included. We promote the use of quieter and cleaner aircraft because using the noisiest and most polluting planes can cost airlines five times as much as the quieter, cleaner ones. RSG believes this contribution could become more evident with a further development in the EU Taxonomy standard.

Turnover

	Absolute turnover	Proportion of turnover
Turnover of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)	€ 185,744,741	10.0%

CAPEX

The EU Taxonomy defines the eligible CAPEX KPI as Taxonomy-eligible CAPEX, divided by all additions to tangible and intangible assets during the financial year before depreciation, amortisation and any remeasurements, including those resulting from revaluations and impairments, for the relevant financial year and excluding fair value changes.

In our analysis of eligible CAPEX we have used actual amounts for IT costs and Pier A - which constitutes our largest CAPEX project, while leveraging budgeted amounts for the other CAPEX investments. The budgeted amounts were analyzed for eligible economic activities, for which we determined the percentages of the total budget. These budget percentages were multiplied by the actuals in this fiscal year. Although this is a proxy, we see no risk in misstatements of eligibility percentages over these investment as only a few of these investments run over multiple years.

The largest part of Taxonomy-eligible CAPEX can be attributed to the construction of Pier A and Pier C and Cargo Buildings 8 and 17 for Amsterdam Schiphol and investments in terminal, cargo buildings and construction at Eindhoven Airport and Rotterdam/The Hague Airport. Next to that, we have included investments in parking facilities, EV charging and taxiways as eligible investments. The introduction of economic activity *Air transport ground handling operations* (6.20) has led to a broadening of eligible activities with our investments in the baggage facilities, lifting aids and security facilities.

CAPEX

	Absolute CAPEX	Proportion of CAPEX
CAPEX of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)	€ 540,765,139	79.8%

OPEX

The EU Taxonomy uses a significantly more narrow definition for OPEX than IFRS OPEX definition that is applied in the financial statements: only roughly 10% of our IFRS OPEX classifies as EU Taxonomy OPEX. For reporting year 2023, RSG has analyzed the composition of the OPEX and concluded that the only potential eligible economic OPEX activities sit in the Maintenance & Repairs category. This only represents 1% of RSG's total operating expenses and are consequently deemed not material to be disclosed for EU Taxonomy purposes. Moreover, a review of last year's OPEX eligibility disclosure shows a consistent insignificant percentage eligibility (less than 1%). The conclusion to use the OPEX exemption is in line with Disclosure Delegated Act 2021/2178 paragraph 1.1.3.2.

OPEX

	Absolute OPEX	Proportion of OPEX
OPEX of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)	€ -	0.0%

CAPEX

Economic Activities	2023			Substantial Contribution						Criteria DNSH criteria ('Does Not Significantly Harm')						Proportion of Taxonomy aligned (A.1) or eligible (A.2) CAPEX 2022	Category enabling activity	Category transitional activity	
	Code	CAPEX	Proportion of CAPEX 2023	Climate Change Mitigation	Climate Change Adaptation	Water	Pollution	Circular economy	Biodiversity	Climate Change Mitigation	Climate Change Adaptation	Water	Pollution	Circular economy	Biodiversity				Minimum Safeguards
	EUR	%	%	%	%	%	%	%	%	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	E	T

A. Taxonomy Eligible Activities

A.1. Environmentally sustainable activities (Taxonomy-aligned)

CAPEX of environmentally sustainable activities (Taxonomy-aligned) (A.1)																			
		0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N	N	N	N	N	N	0%		
Of which Enabling		0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N	N	N	N	N	N	0%	E	
Of which Transitional		0	0.0%	0.0%							N	N	N	N	N	N	0%		T

A.2 Taxonomy-Eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)

Remediation of contaminated sites and areas	PPC 2.4	9,690,310	1.4%	N/EL	N/EL	N/EL	EL	N/EL	N/EL								N/A		
Demolition and wrecking of buildings and other structure	CE 3.3	3,503,936	0.5%	N/EL	N/EL	N/EL	N/EL	EL	N/EL								N/A		
Maintenance of roads and motorways	CE 3.4	111,009,014	16.4%	N/EL	N/EL	N/EL	N/EL	EL	N/EL								N/A		
Manufacture, installation, and servicing of high, medium and low voltage electrical equipment for electrical transmission and distribution that result in or enable	CCM 3.20	12,193,924	1.8%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								N/A		
Transmission and distribution of electricity	CCM 4.9	1,916,950	0.3%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0.7%		
District heating/cooling distribution	CCM 4.15	1,717,712	0.3%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								N/A		
Construction, extension and operation of water collection, treatment and supply systems	CCM 5.1	10,709,086	1.6%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0.3%		
Construction, extension and operation of waste water collection and treatment	CCM 5.3	1,605,983	0.2%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								N/A		
Infrastructure for personal mobility, cycle logistics	CCM 6.13	0	0.0%	N/EL	N/EL	N/EL	N/EL	N/EL	N/EL								0.4%		
Infrastructure enabling road transport and public transport	CCM 6.15	10,604,950	1.6%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								1.3%		
Low carbon airport infrastructure	CCM 6.17	264,194,946	39.0%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								N/A		
Air transport ground handling operations	CCM 6.20	49,103,207	7.2%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								N/A		
Construction of new buildings	CCM 7.1	1,549,807	0.2%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								11.4%		
Renovation of existing buildings	CCM 7.2	21,554,579	3.2%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								N/A		



Assurance report of the independent auditor

To: the General Meeting and the Supervisory Board of Royal Schiphol Group N.V.

Report on the review of the socio-economic reporting included in the Annual Report 2023

Our conclusion

We have reviewed the socio-economic reporting of Royal Schiphol Group N.V. (hereafter: 'Schiphol' or 'the Company') for the year ended 31 December 2023 (hereafter: socio-economic reporting) included in the Annual Report 2023 of Royal Schiphol Group N.V. (hereafter: the Annual Report). A review is aimed at obtaining a limited level of assurance.

Based on our procedures performed and the assurance information obtained, nothing has come to our attention that causes us to believe that the socio-economic reporting included in the Annual Report does not present fairly, in all material respects:

- the policy with regard to sustainability matters; and
- the business operations, events and achievements in that area in 2023.

in accordance with the reporting criteria as included in the section 'Reporting Criteria' of our report.

The socio-economic reporting consists of the section 'Materiality analysis' in the chapter 'About us and our Why', the sections 'Our performance in 2023', 'Quality of Network', 'Quality of Life', 'Quality of Work', 'Quality of Service', 'Safety first', 'Robust organisation' (paragraphs 'Business ethics and corporate culture' and 'Supplier and procurement practices'), and 'Financial performance' (paragraph 'Our regional airports') in the chapter 'Our Results' and the chapter 'Socio-economic accountability' (excluding the sections 'EU Taxonomy disclosure FY 2023', 'Schiphol Group full value chain emissions', and 'Green Bond Progress Report'). The socio-economic reporting is disclosed in the Annual Report

Basis for our conclusion

We have performed our review of the socio-economic reporting in accordance with Dutch law, including Dutch Standard 3810N 'Assurance-opdrachten inzake maatschappelijke verslagen' (Assurance engagements relating to sustainability reports), which is a specified Dutch Standard that is based on

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the International Standard on Assurance Engagements (ISAE) 3000 'Assurance engagements other than audits or reviews of historical financial information'. This engagement is aimed to obtain limited assurance.

Our responsibilities under this standard are further described in the section 'Auditor's responsibilities' of our report.

We are independent of Schiphol in accordance with the 'Verordening inzake de onafhankelijkheid van accountants bij assurance-opdrachten' (ViO, Code of Ethics for Professional Accountants, a regulation with respect to independence). This includes that we do not perform any activities that could result in a conflict of interest with our independent assurance engagement. Furthermore, we have complied with the 'Verordening gedrags- en beroepsregels accountants' (VGBA, Dutch Code of Ethics for Professional Accountants).

We believe the assurance evidence we have obtained is sufficient and appropriate to provide a basis for our conclusion.

Reporting Criteria

The socio-economic reporting needs to be read and understood together with the reporting criteria. Schiphol is solely responsible for selecting and applying these reporting criteria, taking into account applicable law and regulations related to reporting.

The criteria applied for the preparation of the socio-economic reporting are prepared with reference to the Global Reporting Initiative Sustainability Reporting Standards (GRI) and in accordance with the applied supplemental reporting criteria as disclosed in the section 'Socio-economic accountability' of the Annual Report.

The comparability of sustainability information between entities and over time may be affected by the absence of a uniform practice on which to draw, to evaluate and measure this information. This allows for the application of different, but acceptable, measurement techniques.



Materiality

Based on our professional judgement we determined materiality levels for each relevant part of the socio-economic reporting. When evaluating our materiality levels, we considered quantitative and qualitative aspects as well as the relevance of information for both stakeholders and the company. We agreed with the Supervisory Board that misstatements which are identified during the review and which in our view must be reported on quantitative or qualitative grounds, would be reported to them.

Limitations to the scope of our review

The socio-economic reporting includes prospective information such as ambitions, strategy, plans, expectations and estimates. Prospective information relates to events and actions that have not yet occurred and may never occur. We do not provide assurance on the assumptions and achievability of this prospective information in the socio-economic reporting.

References to external sources or websites in the socio-economic reporting are not part of the socio-economic reporting as reviewed by us. Therefore, we do not provide assurance on this information.

The Management Board and Supervisory Board's Responsibilities

The Management Board of Schiphol is responsible for the preparation of the socio-economic reporting in accordance with the criteria as included in the section 'Reporting Criteria' section of our report, including the identification of stakeholders and the definition of material matters. The Management Board is also responsible for selecting and applying the criteria and for determining that these reporting criteria are suitable for the legitimate information needs of stakeholders, considering applicable law and regulations related to reporting. The choices made by the Management Board regarding the scope of the socio-economic reporting and the reporting policy are summarized in the section 'Socio-economic accountability' of the Annual Report.

Furthermore, the Management Board is responsible for such internal control as it determines is necessary to enable the preparation of the socio-economic reporting that is free from material misstatement, whether due to fraud or error.

The Supervisory Board is, among other things, responsible for overseeing Schiphol's reporting process.

Auditor's responsibilities

Our responsibility is to plan and perform our review in a manner that allows us to obtain sufficient and appropriate assurance evidence for our conclusion.

Procedures performed to obtain a limited level of assurance are aimed to determine the plausibility of information and vary in nature and timing, and are less in extent, compared to a reasonable assurance engagement. The level of assurance obtained in a limited assurance engagement is therefore substantially less than the assurance that is obtained when a reasonable assurance engagement is performed.

We apply the 'Nadere voorschriften kwaliteitssystemen' (NVKS, regulations for quality management systems) and accordingly maintain a comprehensive system of quality management including

documented policies and procedures regarding compliance with ethical requirements, professional standards and other relevant legal and regulatory requirements.

We have exercised professional judgement and have maintained professional skepticism throughout the review, in accordance with the Dutch Standard 3810N, ethical requirements and independence requirements.

Our review included among others:

- Performing an analysis of the external environment and obtaining an understanding of relevant societal themes and issues, and the characteristics of the company;
- Evaluating the appropriateness of the reporting criteria applied, their consistent application and related disclosures in the socio-economic reporting. This includes the evaluation of the results of stakeholder dialogue and the plausibility of estimates made by the Management Board;
- Obtaining an understanding of the reporting process for the socio-economic reporting, including obtaining a general understanding of the internal control environment, process and information systems relevant to our review, but not for the purpose of expressing a conclusion on the effectiveness of the company's internal control;
- Identifying areas of the socio-economic reporting where a material misstatement, whether due to fraud or error, are most likely to occur, designing and performing assurance procedures responsive to these areas, and obtaining assurance information that is sufficient and appropriate to provide a basis for our conclusion. These procedures included, amongst others:
 - Interviewing management and relevant staff at a corporate level responsible for the socio-economic strategy, policy and results;
 - Interviewing staff responsible for providing the information for, carrying out internal control procedures over, and consolidating the data in the socio-economic reporting;
 - Obtaining assurance information that the socio-economic reporting reconciles with underlying records of the company;
 - Reviewing, on a limited test basis, relevant internal and external documentation;
 - Performing an analytical review of the data and trends;
- Evaluating the consistency of the socio-economic reporting with the information in the Annual report which is not included in the scope of our review
- Evaluating the presentation, structure and content of the socio-economic reporting;
- Considering whether the socio-economic reporting, including the sustainability matters and disclosures, is clearly and adequately disclosed in accordance with reporting criteria.
- Considering the overall presentation and balanced content of the socio-economic reporting



We communicate with The Management Board and the Supervisory Board regarding, among other matters, the planned scope and timing of the review and any significant findings that we identify during our review.

The Hague, 15 February 2024

KPMG Accountants N.V.

R.R.J. Smeets RA

Green Bond Progress Report

About this report

Royal Schiphol Group's Why is 'Connecting your world'. Our ambition is to create the world's most sustainable, high-quality airports. To lead by example, we work to drive sustainability across our operations. By 2030 we aim to operate zero-emission and zero-waste airports. As part of this strategy, we issued our first green bond in 2018 with a value of 500,000,000 euros, to invest in green buildings and clean transportation at our airports. Schiphol was the first European airport, and among the first airports worldwide, to issue a green bond. In 2020, we issued two additional green bonds, with a value of 500,000,000 and 750,000,000 respectively. Our sustainable finance efforts highlight our sustainability ambitions.

This document comprises our 2023 Green Bond Progress Report, in which we shed light on the allocation of the green bond proceeds and the impact achieved. We have defined a portfolio of 'eligible assets', comprising the following asset categories for our green bonds: green buildings and clean transportation.

Green buildings as at 31 December 2023	#
Number of buildings with A label	31
Number of buildings with B label ¹	2
Number of buildings with BREEAM (Very Good, Excellent or Outstanding) certificate	7
Number of buildings with LEED Gold certificate ²	2

- 1 Eligible under the Green Bond Framework (2018) and the Green Finance Framework (2020) as this concerns refurbished buildings with at least two steps improvement in energy label up to at least EPBD label B.
- 2 Concerns buildings that are currently under construction or not fully operational.

Clean transportation as at 31 December 2023	#
Number of Electric buses airside	51
Number of charging stations	1227

Green bond details

Issuer | Royal Schiphol Group N.V.
 Issue date | 5 November 2018
 Currency | EUR
 Tenor | 12 years
 Issued amount | 500,000,000
 ISIN | XS1900101046

Issuer | Royal Schiphol Group N.V.
 Issue date | 6 April 2020
 Currency | EUR
 Tenor | 9 years
 Issued amount | 750,000,000
 ISIN | XS2153459123

Issuer | Royal Schiphol Group N.V.
 Issue date | 8 September 2020
 Currency | EUR
 Tenor | 12 years
 Issued amount | 500,000,000
 ISIN | XS2227050379

Green bond allocation reporting¹

Portfolio date: 31 December 2023

Eligible Green Project Portfolio

Category	Amount (EUR) ¹
Green buildings	1,940,175,193
Clean transportation	19,055,361
Of which; Electric buses - airside	6,865,218
Of which; Other ²	12,190,143
Total eligible Green Project Portfolio	1,959,230,555

¹ Concerns the book value as per 31 December 2022 and is either the fair value (investment property) or cost price minus depreciation (operating assets).

² Comprises of charging stations for airside e-vehicles (other than airside e-buses), charging stations for landside e-vehicles (other than landside e-buses), energy infrastructure for the charging stations for landside e-buses and zero-emission equipment for ground-handling.

Percentage of Eligible Green Loan Portfolio Allocated (usage)	89%
Percentage of Net Proceeds of Green Funding allocated to Eligible Green Loan Portfolio	112 %
Eligible Green Loan Portfolio – Unallocated	EUR 209,230,555
Current value of expected eligible green buildings (currently under construction) ¹	EUR 800,894,946

¹ Please note that our current buildings under construction will be categorised as green buildings upon completion.

Green funding

Instrument	Issuance date	Due date	Principal	Amount (EUR)
XS1900101046	5 November 2018	5 November 2030	EUR 500m	500,000,000
XS2153459123	6 April 2020	6 April 2029	EUR 750m	750,000,000
XS2227050379	8 September 2020	8 September 2032	EUR 500m	500,000,000
Total Green Funding				1,750,000,000

¹⁾ This section is within the scope of the KPMG assurance engagement.

Impact reporting¹

Green buildings

Category	Eligible portfolio		Total annual energy (GJ) savings	Total annual electricity (kWh) avoidance	Total annual gas (m ³) avoidance	Total annual CO ₂ e (tonnes) avoidance	Total annual electricity production (kWh)
	(EUR)	Share of total financing					
a ¹	b ²	c ³	d ⁴	e ⁴	f ⁴	g ⁴	h ⁴
Green buildings	1,959,230,555 ^{5,6}	99% ⁷	50,742	3,804,745	521,292	2,439	109,694

1 Category of eligible project.

2 Portfolio components eligible for Green Bond financing.

3 Share of the total portfolio cost that is Green Bond eligible.

4 See methodology and assumptions for definition.

5 Please note that our current buildings under construction, with a current book value of €598,301,209, will be categorised as green buildings upon completion.

6 Share of refinancing at bond issue was 100%, excluding the unallocated amount.

7 1% of the total financing applies to clean transportation, for which no specific impact indicator is currently available.

¹⁾ This section is not within the scope of the KPMG assurance engagement.

Methodology and assumptions

As described in our Green Bond Framework (2018) and Green Finance Framework (2020), which can be accessed through our [website](#), the following projects qualify as eligible projects;

Green buildings

Use of Proceeds: new or existing investments in, or expenditures on, properties which meet at least one of the following criteria:

1. New, existing or refurbished buildings which have received at least one of the following classifications:
 - a. LEED¹: Platinum, Gold
 - b. BREEAM²: Outstanding, Excellent, Very Good
 - c. EPBD³: A
 - d. Refurbished buildings with at least a two-step improvement in energy label up to at least EPBD label B.
2. Individual investments in green buildings to ensure environmental improvements such as renewable energy projects (e.g. solar panel installations), sustainable/circular furniture, energy-efficient lighting (such as LED), thermal energy storage systems, cool roofs and any other sustainability-oriented construction materials, waste diversion, collection and reduction, water and energy-saving technologies, and materials and improvements recognised by sustainable rating systems.

The above-mentioned criteria have been applied and, additionally, the following choices were made in the selection of eligible assets:

- The asset base as at 31 December 2023 was used.
- A conservative approach has been applied in determining the book value of the eligible asset base to ensure that only assets covered by the energy labels are included as assets.
- For buildings currently under construction, the current value on the balance sheet is provided under 'Current value of expected eligible green buildings'. This means that only the value of the part that was built as per 31 December 2023 is shown. This is the case for Pier A, Terminal Lelystad and Cargo Station 17.
- The aquifer thermal energy storages (ATES) are not separately included as they are often included in the value of buildings.
- No individual investments in green buildings have been included as eligible assets.

¹ LEED (Leadership in Energy and Environmental Design) is the most widely used green building rating system, which provides for a framework that can be used to create healthy, highly efficient and cost-saving green buildings.

² BREEAM (Building Research Establishment Environmental Assessment Method) is a leading sustainability assessment method for, among other things, infrastructure and buildings, whereby it assesses and certifies an asset's environmental, social and economic sustainability performance.

³ EPBD is the Energy Performance of Buildings Directive, which is a European directive to enforce the measurement of the energy performance of buildings.

Clean transportation

Use of Proceeds: new or existing investments in fixed electrical ground power and pre-conditioned air units, zero-emission equipment for remote handling, electric vehicles for passenger transportation at the airport premises, electric charging points for these vehicles, electric charging points for taxis and consumer cars, equipment for electric taxiing, investments to further improve access to public transportation and bio-kerosene facilities. Two categories have been identified: electric buses airside and other.

- **Electric buses airside:** This category comprises airside e-buses and related airside infrastructure, including charging stations. Note that the landside e-buses and landside charging stations for buses are owned by a third party and are therefore not included in the portfolio of eligible assets.
- **Other:** This category includes the following:
 - Airside e-vehicle charging stations (for ground-handling and other equipment, but not for airside e-buses)
 - Landside e-vehicle charging stations (mostly in consumer car parks, but not for landside e-buses). Please note that landside e-vehicle charging stations in Schiphol Real Estate buildings are capitalised as part of the building and included in its market value. As such, they are not part of this category.
 - Some infrastructure for landside e-bus charging stations (not the charging stations themselves) belongs to Schiphol Group and is included as an eligible asset under this category.
 - E-GPUs (zero-emission equipment for remote handling).
 - 400 Hz power supply equipment (zero emission equipment for handling at the gates).

The above-mentioned criteria have been applied and, additionally, the following choices were made in the selection of eligible assets:

- The asset base as at 31 December 2023 was used.
- The only e-vehicles owned by Schiphol are the airside e-buses. All other e-vehicles are leased and not included in the asset base.

Impact indicators

For the impact indicators total annual energy (GJ) savings, total annual electricity (kWh) avoidance and total annual gas (m³) avoidance, the following methodology and assumptions apply:

- The reported values concern 2023.
- The savings and avoidances reported are consistent with the methodology of the MYA 2017-2020 (Meerjarenaafspraken energie-efficiëntie) with the Netherlands Enterprise agency, a government agency which operates under the auspices of the Ministry of Economic Affairs and Climate Policy. Until 2020, Schiphol was required to report on the measures taken to improve energy efficiency and the associated savings and avoidances.
- For the CO₂e calculation of electricity (kWh) and gas (m³), the relevant emission factors from www.co2emissiefactoren.nl and the Dutch Government Gazette (*Staatscourant*), respectively, have been applied, which are retrieved once a year.
- A conservative approach has been adopted regarding the assumptions underlying the savings and avoidances of office buildings.



Assurance report of the independent auditor

To: the General Meeting and the Supervisory Board of Royal Schiphol Group N.V.

Report on the review of the Eligible Green Project Portfolio included in the Annual Report 2023

Our conclusion

We have reviewed the Eligible Green Project Portfolio of Royal Schiphol Group N.V. (hereafter 'Schiphol' or 'the Company') for the year ended 31 December 2023 (hereafter 'the Portfolio') included in the Annual Report 2023 of Royal Schiphol Group N.V. (hereafter: the Annual Report). The Portfolio is marked in the Annual Report with a footnote (1). A review is aimed at obtaining a limited level of assurance.

Based on the procedures performed and the assurance information obtained, nothing has come to our attention that causes us to believe that the Portfolio is not prepared, in all material aspects, in accordance with the reporting criteria as described in the 'Reporting criteria' section of our report.

The Portfolio is included in the section 'Green Bond Progress Report (paragraph 'Green bond allocation reporting') in the chapter 'Socio-economic accountability' as disclosed in the Annual Report.

Basis for our conclusion

We performed our review on the Portfolio in accordance with Dutch law, including Dutch Standard 3000A 'Assurance-opdrachten anders dan opdrachten tot controle of beoordeling van historische financiële informatie (attest-opdrachten) (assurance engagements other than audits or reviews of historical financial information (attestation engagements)). This engagement is aimed to obtain limited assurance. Our responsibilities under this standard are further described in the section 'Auditor's responsibilities' section of our report.

We are independent of Schiphol in accordance with the 'Verordening inzake de onafhankelijkheid van accountants bij assurance-opdrachten' (ViO, Code of Ethics for Professional Accountants, a regulation with respect to independence). Furthermore, we have complied with the 'Verordening gedrags- en beroepsregels accountants' (VGBA, Dutch Code of Ethics for Professional Accountants).

We believe the assurance evidence we have obtained is sufficient and appropriate to provide a basis for our conclusion.

Reporting Criteria

The Portfolio needs to be read and understood together with the reporting criteria. Schiphol is solely responsible for selecting and applying these reporting criteria, taking into account applicable law and regulations related to reporting.

The reporting criteria used for the preparation of the Portfolio are the 'Eligible investments per category' as described in the Schiphol Green Bond Framework (2018) and Schiphol Green Finance Framework (2020) as disclosed and further described in 'Methodology and assumptions' in the section 'Green Bond Progress Report' of the Annual Report.

Materiality

Based on our professional judgement we determined materiality levels for each relevant part of the Annual Report and for the Portfolio as a whole. When evaluating our materiality levels, we have taken into account quantitative and qualitative aspects as well as the relevance of information for both stakeholders and the company.

We agreed with the Supervisory Board that misstatements which are identified during the review and which in our view must be reported on quantitative or qualitative grounds, would be reported to them.



Limitations to the scope of our review

The Annual Report includes other information besides the Portfolio. Our review did not extend to this other information and this report does not provide assurance on the other information as included in the Annual Report.

Our conclusion is not modified in respect to these matters.

The Management Board and Supervisory Board's Responsibilities

The Management Board is responsible for the preparation of the Portfolio in accordance with the reporting criteria as included in the section 'Reporting Criteria' of our report.

Furthermore, the Management Board is responsible for such internal control as it determines is necessary to enable the preparation of the Portfolio that is free from material misstatement, whether due to fraud or error.

The Supervisory Board is, among other things, responsible for overseeing Schiphol's reporting process.

Auditor's responsibilities

Our responsibility is to plan and perform our review in a manner that allows us to obtain sufficient and appropriate assurance evidence for our conclusion.

Procedures performed to obtain a limited level of assurance are aimed to determine the plausibility of information. The procedures vary in nature and timing from, and are less in extent, than for a reasonable assurance engagement. The level of assurance obtained in a limited assurance engagement is substantially less than the assurance that is obtained had a reasonable assurance engagement been performed.

We apply the 'Nadere Voorschriften Kwaliteitssystemen' (NVKS, Regulations for Quality management systems) and accordingly maintain a comprehensive system of quality management including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

We have exercised professional judgement and have maintained professional skepticism throughout the review, in accordance with the Dutch Standard 3000A, ethical requirements and independence requirements.

Our review included among others:

- Evaluating the appropriateness of the reporting criteria applied, their consistent application and related disclosures in the Portfolio.
- Obtaining an understanding of the reporting processes for the Portfolio, including obtaining a general understanding of internal control relevant to our review, but not for purpose of expressing a conclusion on the effectiveness of Schiphol's internal control;
- Identifying areas of the Portfolio where a material misstatement, whether due to fraud or error, is most likely to occur, designing and performing further assurance procedures

responsive to these areas, and obtaining assurance information that is sufficient and appropriate to provide a basis for our conclusion. The procedures included, amongst others:

- Interviewing relevant staff at Schiphol Finance Department and Schiphol Commercial responsible for the Green Bond management, reporting and providing and consolidating the Portfolio;
 - Obtaining assurance evidence that the Portfolio reconciles with underlying records of the company;
 - Reviewing, on a limited test basis, relevant internal and external documentation, based on limiting sampling, to determine whether the information in the Portfolio is plausible in line with the Reporting criteria
- Evaluating the consistency of the Portfolio with the information in the annual report which is not included in the scope of our review;
 - Evaluating the presentation, structure, and content of the Portfolio;
 - Considering whether the Portfolio as a whole, including the disclosures, is clearly and adequately disclosed in accordance with reporting criteria.

We communicate with the Management Board and the Supervisory Board regarding, among other matters, the planned scope and timing of the review and significant findings that we identify during our review.

The Hague, 15 February 2024

KPMG Accountants N.V.

R.R.J. Smeets RA

Schiphol Group full value chain emissions

The table provides an overview of all CO₂e emissions related to the operations of Schiphol Group. Non-CO₂ emissions are not included in this footprint. Please note that this table is outside the assurance scope of KPMG. These figures are verified by Airport Carbon Accreditation (ACA) and are due to the availability of Scope 3 data always reported with a one-year delay.

CO₂e footprint Royal Schiphol Group ^{1,2,3,4}

Consolidated CO₂e footprint including: Rotterdam The Hague Airport and Eindhoven Airport as of 2022

	2023 ⁵	2022	2021
Scope 1 GHG emissions			
Gas consumption	10,722	11,557	12,898
Vehicle fleet including lease cars	449	1,253	1,520
Fire brigade & other fuel consumptions (incl emergency power supply), De-icing chemicals for surface de-icing, Refrigerants, and Ureum	126	542	882
Gross location-based scope 1 GHG emissions (tCO₂e)	11,297	13,352	15,300
Green gas consumption		-1,919	-2,629
Scope 2 GHG emissions			
Gross location-based scope 2 GHG emissions (tCO ₂ e)	64,391	69,493	66,293
Gross market-based scope 2 GHG emissions (tCO ₂ e)	0	0	0

Please note that the table continues on the next page

	2023 ⁵	2022	2021
Significant Scope 3 GHG emissions			
Total gross indirect (scope 3) GHG emissions (tCO ₂ e)	One year delay ⁶	9,864,753	9,101,743
Category 1: Purchased goods and services (construction activities, projects and services)		44,395	2,989
Category 2: Capital goods (Purchased vehicles and maintenance infrastructure)		2,084	67
Category 3: Fuel and energy related activities (WTT fuels and energy)		12,763	480
Category 4: Upstream transportation and distribution		-	-
Category 5: Waste transport and generated in operations		3,106	1,592
Category 6: Business travel		582	86
Category 7: Employee Commuting		3,572	1,538
Category 8: Upstream leased assets		-	-
Category 9: Downstream transportation and distribution		-	-
Category 10: Processing of sold products		-	-
Category 11: Use of sold goods ⁷		9,698,998	9,015,770
Category 12: End-of-Life treatment of sold products		-	-
Category 13: Downstream leased assets (electricity and gas use third parties)		92,024	79,221
Category 14: Franchises		-	-
Category 15: Investments ⁸		7,230	-
Total GHG emissions Location based (tCO₂e)		9,947,598	9,183,336
Total GHG emissions Market based (tCO₂e)		9,876,186	9,114,414

1 CO₂e emissions are likely to reflect 1/3 of the climate impact of aviation. The non-CO₂ emissions are not quantified yet, because further reflection on how to best address non CO₂ climate impacts is required.

2 Calculations according to the GHG protocol

3 Emission factors based on CO₂emissiefactoren.nl and ACA Acert tool V7

4 Emission origins based on ACA Level 5

5 2023 emissions are not final yet, may change due to corrections on utilities

6 Total scope 3 data is reported with a one year delay

7 Use of sold goods consists of Aircraft cruise, LTO-cycle, APU, Vehicle fleet other parties, Commuter traffic employees other parties, De-icing chemicals for aircraft, Passenger transport to Schiphol and Truck traffic to Schiphol.

8 Brisbane Airport and Hobart Airport have been included in Scope 3 category 15

Energy consumption and mix¹

	2022
Fuel consumption from coal and coal products (MWh)	0
Fuel consumption from crude oil and petroleum products (MWh)	1,499
Fuel consumption from natural gas (MWh)	3,194
Fuel consumption from other fossil sources (MWh)	-
Consumption of purchased or acquired electricity, heat, steam, and cooling from fossil sources	71,230
Total fossil energy consumption (MWh)	75,923
Share of fossil sources in total energy consumption (%)	31%
Consumption from nuclear sources (MWh)	0
Share of consumption from nuclear sources in total energy consumption (%)	0
Fuel consumption for renewables sources, including biomass (MWh)	328
Consumption of purchased or acquired electricity, heat, steam and cooling from renewable sources (MWh)	175,487
The consumption of self-generated non-fuel renewable energy (MWh)	2,595
Total renewable and low carbon energy consumption (MWh)	178,411
Share of renewable and low carbon sources in total energy consumption	69%
Total energy consumption (MWh)	254,334

¹ The energy consumption and mix is based on the scope 1 and 2 fuel and electricity consumption of RSG. The information provided in the table is in line with the CSRD E1. Together with our partners our goal is to stop the use of energy from fossil sources.