

2025 Sustainability Reporting Criteria

Term	Definition
People	
Contractor	Individuals who are not on Atlas Arteria (or its businesses) payroll(s), but whom the entity supervises or manages, including independent contractors and those employed by third parties (for example, temp agencies).
Effective workforce	Applicable only at Dulles Greenway, this includes Employees and Contractors at that business. Contractors at Dulles Greenway are engaged throughout the entire year, and on an ongoing basis. This term is of particular relevance to Dulles Greenway's lost time injury safety target, which encompasses both Employees and Contractors.
Employee	Individual employed by and on the payroll of Atlas Arteria or its businesses, including permanent employees on full-time and part-time contracts and those on extended leave.
Executive Committee/Executive Team	For each business, Executive Committee/Executive Team includes:
	Corporate: Chief Executive Officer (CEO), Chief Financial Officer (CFO), Chief Commercial Officer (CCO), Group Executive People, Culture and Sustainability
	APRR: Executive Committee as per the Governance page of the APRR website: https://www.aprr.com/en/home/about-us/governance.html
	Warnow Tunnel: joint Managing Directors (MDs)
	Chicago Skyway: CEO, CFO, Chief Infrastructure and Operations Officer (CIOO), Chief Information Officer (CIO)
	Dulles Greenway: CEO, CFO, Chief Operations Officer (COO)
Headcount	Total number of individuals working for, and directly paid by Atlas Arteria or its businesses, including permanent employees (full-time, part-time, on extended leave), as at 31 December 2025. Corporate headcount also includes fixed-term contractors.
Senior executive (Corporate only)	For Corporate, senior executive includes the Executive team and their senior direct reports (comprising the members Extended Leadership Team) and the CEOs and MDs of wholly and majority-owned businesses.
Senior manager	For Corporate, Warnow Tunnel, Chicago Skyway and Dulles Greenway, senior managers are employees who report directly to the Executive Team members and are typically leaders of a team or processes as at 31 December 2025.
	At APRR, senior managers constitutes all employees categorised as 'cadres', i.e. all employees included in classes I to P per the 'National collective agreement of concessionary companies or operators of motorways or road works of June 27, 2006'.
Sub-contractor	A third-party individual or business contracted by Atlas Arteria or its businesses to complete a specific task or tasks. Work is carried out independently, i.e. without supervision by Atlas Arteria or its businesses. Injuries pertaining to sub-contractors do not fall within Atlas Arteria's responsibility for reporting but responsibility sits with the sub-contractor to report these injuries to the relevant local/country health and safety regulator(s).

Term	Definition
Safety	
Injury severity rate	The number of days lost due to workplace injuries multiplied by 1,000 and then divided by the total number of employee hours worked, over a 12-month period to 31 December 2025. (As per the French standard “taux de gravité“ https://www.atousante.com/en/severity-rate-work-related-accidents/)
Lost time injury (LTI)	Any work-related injury or illness of an Employee or Contractor resulting in one or more full scheduled days (or shifts) lost, other than the day (or shift) on which the injury or illness occurred.
Lost time injury frequency rate (LTIFR)	The number of work-related lost-time injuries within a 12 month period, relative to the total number of hours worked in that period. This is calculated as:
	Number of work-related lost time injuries in the reporting period, multiplied by one million and then divided by the total hours worked in the reporting period.
Greenhouse gas emissions	
Greenhouse gas accounting	Greenhouse gas emissions have been calculated based on the Equity Share approach in the Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard. Values represent 30.82% of APRR (excluding AREA), 30.85% of AREA, 66.67% of Chicago Skyway emissions and 100% of Dulles Greenway, Warnow Tunnel and Corporate emissions for the full year. Energy usage is shown at 100% for all businesses except where noted for APRR.
Scope 1	Greenhouse gas emissions derived from natural gas, fuel use and refrigerants directly used by Atlas Arteria or its businesses, and calculated based on an equity share approach. For US businesses emission factors for fuels (included diesel, gasoline (petrol), kerosene and propane) are sourced from the US EPA GHG Emissions Hub. For Warnow Tunnel emissions factors for fuel (diesel and gasoline (petrol)) are sourced from UBA. For Chicago Skyway and the Luxembourg office the emissions factor for natural gas is a global factor sourced from CBAM. For all wholly and majority owned businesses the emissions factors for refrigerants are sourced from UK <i>Greenhouse gas reporting: conversion factors 2024</i> (Department for Energy Security and Net Zero). For France (APRR, including AREA) emission factors are determined by Agence de la transition écologique (ADEME).

Term	Definition
Scope 2 (location-based emissions)	<p>Greenhouse gas emissions associated with the consumption of purchased electricity and district heating by Atlas Arteria or its businesses, and calculated based on an equity share approach. Emission factors for each location are based on average emissions intensity of the grid.</p> <p>Australian emissions are based on emission factors sourced from the National Greenhouse Accounts (2025). German and Luxembourg emissions are based on emission factors sourced from the Association of Issuing Bodies (aib) (2024). The US emission factors are based on US Environmental Protection Authority (epa) eGRID state factors (2023 data, as per June 2025 update).</p>
Scope 2 (market-based emissions)	<p>Greenhouse gas emissions associated with the consumption of purchased electricity and district heating by Atlas Arteria or its businesses, and calculated based on an equity share Approach. All wholly and majority owned businesses purchased 100% renewable electricity in 2025, through a combination of GreenPower purchases direct from the retailer (Warnow Tunnel and Corporate Offices) and Renewable Energy Certificates (US businesses). The market-based emissions factor applied to electricity usage for these businesses was therefore zero. (Note that Warnow Tunnel also has scope 2 emissions generated by the use of district heating).</p>
Scope 3 (customer emissions)	<p>Indirect greenhouse gas emissions associated with customer use of the businesses' motorway networks. Scope 3 customer emissions are not owned or controlled by Atlas Arteria and have been calculated based on the data gathered from customer distance travelled and type of vehicles and utilising emission factors sourced from the UK <i>Greenhouse gas reporting: conversion factors 2025</i> (Department for Energy Security and Net Zero) for passenger and delivery vehicles. This dataset is publicly available and updated each year, providing a source of recent information that is differentiated by vehicle class.</p> <p>The following estimates have been used to determine customer distance:</p> <p>Warnow : actual length of the toll road given only one exit route.</p> <p>Dulles Greenway: the average estimated distance covered by each vehicle class is based on a field study and analysis performed by Dewburry, a third party consultancy firm</p> <p>Chicago Skyway: full length of road is 7.8 miles and partial trip distance is assumed to be 5.4 miles, which is the distance from the beginning of the road to the Stony Island ramp. It is estimated that 11% of all trips are a partial trip (i.e. 11% of all trips exit at Stony Island ramp), which is based on the historical average proportion of vehicles exiting at Stony Island ramp from 2019 to 2025. All other partial trips are assumed to be full length trips if the exit is not at Stony Island.</p>
Targets	<p>Atlas Arteria had total scope 1 and 2 emission reduction targets of 25% by 2025 and 46% by 2030 (from a 2019 baseline) in 2025. Atlas Arteria's greenhouse gas emission reduction targets are assessed based on the market-based methodology for scope 2 emissions. The 2019 scope 2 baseline was calculated using location-based emission factors from the IEA for each of our businesses in the absence of more localised information, except the Melbourne office which used an Australian (state of Victoria) National Greenhouse Accounts (2019 factor). Atlas Arteria's targets will change in 2026.</p>

Term	Definition
<i>Other environment</i>	
Hazardous waste	Waste that has the potential to cause great harm to humans or the environment, e.g. road waste containing asbestos.
Inert waste	Hard waste that has a negligible effect on the environment, e.g. concrete.
Non-hazardous waste	Non-inert and non-hazardous waste, e.g. plastics, wood, paper, metals and glass.
Total waste recycled or recovered	The total volume of waste (including hazardous, inert and non-hazardous) that has been diverted from landfill for recycling, or recovered e.g. through waste to energy processes.

2025 Performance against targets

TARGETS AND OBJECTIVES		2025 PERFORMANCE	
Safety	Large businesses ¹ – LTIFR < = 3	LTIFR of 3.51 at APRR	▶
	Small businesses ¹ – LTI < = 1	1 LTI at Chicago Skyway 1 LTI at Dulles Greenway 0 LTIs at Warnow Tunnel 0 LTIs at Corporate	▶ ▶ ▶ ▶
GHG emissions	25% reduction in Scope 1 and 2 emissions by end 2025 and a 46% reduction by 2030 (from a 2019 baseline)	Achieved a reduction of approximately² 34% by end 2025, well ahead of the 2025 target	▶
Diversity	Maintain our objective ³ of 40:40:20 female/male/any gender balance and evolve representation across and within specific teams	50% each gender at Board level⁴	▶
		43% females at senior executive level⁵	▶
		55% females across all Atlas Arteria employees⁶	▶

▶ Achieved or exceeded target ▶ Missed target

2025 Safety performance

SHADED CELLS INDICATE WHERE DATA IS NOT APPLICABLE OR UNAVAILABLE

SAFETY METRICS		APRR	Chicago Skyway	Dulles Greenway	Warnow Tunnel	Corporate
Employee lost time injury frequency rate	2023	3.36	8.78	0	0	0
	2024	4.85	8.56	0.00	0.00	0.00
	2025	3.51	7.11	0.00	0.00	0.00
Employee lost time injuries	2023	17	1	0	0	0
	2024	25	1	0	0	0
	2025	18	1	0	0	0
'Effective workforce' lost time injuries ¹	2023			0		
	2024			1		
	2025			0		
Employee injury severity rate	2023	0.34	1.31	0	0	0
	2024	0.60	0.03	0	0	0
	2025	0.62	0.02	1.79	0	0
Employee fatalities	2023	0	0	0	0	0
	2024	0	0	0	0	0
	2025	0	0	0	0	0
Contractor lost time injuries ²	2023	1	0	0	0	0
	2024	4	0	1	0	0
	2025	0	0	0	0	0
Contractor fatalities	2023	0	0	0	0	0
	2024	0	0	0	0	0
	2025	0	0	0	0	0

1. Only applicable to Dulles Greenway. Includes employees and contractors.

2. Does not include sub-contractors

2025 Environmental performance

SHADED CELLS INDICATE WHERE DATA IS NOT APPLICABLE OR UNAVAILABLE

Note that 2025 APRR data is based on estimated values as at 26 February 2026. This data is yet to be assured and is subject to change

GHG EMISSIONS		APRR	Chicago Skyway	Dulles Greenway	Warnow Tunnel	Corporate	TOTAL
Scope 1 (t CO2e)	2023	5,841	272	199	14	8	6,334
	2024	5,479	293	220	15	6	6,013
	2025	5,214	293	237	10	5	5,759
Scope 2 (t CO2e) (Location-based)	2023	633	258	269	313	32	1,505
	2024	709	213	217	262	34	1,436
	2025	626	218	209	236	43	1,332
Scope 2 (t CO2e) (Market-based)	2023	-	374	77	27	-	478
	2024	8	-	-	31	-	39
	2025	4	-	-	31	-	35
Total Scope 1 & 2 (t CO2e) (Market Based)	2023	5,479	293	220	20	6	6,019
	2024	5,487	293	220	45	6	6,052
	2025	5,218	293	237	41	5	5,794
Customer emissions (Scope 3, t CO2e)	2023	2,313,145	26,698	34,305	1,890		2,376,038
	2024	2,290,399	25,715	35,836	2,013		2,353,964
	2025	2,296,603	25,648	38,147	1,974		2,363,371

ENERGY CONSUMPTION		APRR ¹	Chicago Skyway	Dulles Greenway	Warnow Tunnel	Corporate	TOTAL
Natural gas (MWh)	2023	1,096	1,152			40	2,288
	2024	1,285	1,054			31	2,370
	2025	1,202	1,055			21	2,278
Propane and butane (MWh)	2023	75		119			194
	2024	90	1	135			226
	2025	98	0	226			324
Kerosene (MWh)	2023			4			4
	2024			5			5
	2025			3			3
Domestic fuel oil (L)	2023	136,992					136,992
	2024	126,537					126,537
	2025	116,207					116,207
Petrol (L)	2023	14,113	30,889	63,185	2,848		111,035
	2024	16,120	20,507	65,954	3,110		105,691
	2025	27,675	24,663	64,802	2,070		119,210
Diesel (L)	2023	1,359,482	41,854	4,559	2,745		1,408,640
	2024	1,301,413	66,078	9,678	2,510		1,379,679
	2025	1,194,432	68,706	9,305	1,764		1,274,207
Diesel (non-road, L)	2023	135,906	922	4,339			141,167
	2024	142,973	2,104	3,976			149,054
	2025	145,766	2,334	5,060			153,160
Bio-diesel (L)	2023			326			326
	2024			384			384
	2025			597			597
Electricity (MWh)	2023	17,620	1,442	1,004	737	46	20,849
	2024	17,994	1,487	898	691	50	21,120
	2025	17,729	1,521	852	660	85	20,847
District Heating (MWh)	2023				109		109
	2024				116		116
	2025				115		115
Renewable energy production (MWh) ²	2023	108					108
	2024	100					100
	2025	103					103

1. Energy usage data for APRR is reported as equity share

2. Note that the Renewable Energy units were incorrectly noted as kWh instead of MWh in 2024

WASTE ¹		APRR	Chicago Skyway	Dulles Greenway ³	Warnow Tunnel	Corporate ²
Hazardous waste (t)	2023	803				
	2024	1,194				
	2025	1,251		0		
Non-hazardous waste (t)	2023	10,784				1
	2024	10,635				1
	2025	12,623		54		
Inert waste (t)	2023	10				
	2024	50				
	2025	622				
Total waste recycled or recovered (t)	2023	8,353				0.4
	2024	7,704				0.5
	2025	10,525		22		
Total waste (t)	2023	11,596	149			1
	2024	11,879	136			1
	2025	14,496	165	54		

1. Note that values are 100% for each business (not equity share)

2. Corporate volumes shown were for Melbourne office only and are no longer readily available due to a change of building ownership

3. Waste data for Dulles Greenway began being recorded in 2025, the 2025 data is estimated for a full year

WATER ¹		APRR	Chicago Skyway	Dulles Greenway ²	Warnow Tunnel	Corporate
Mains water (m3)	2023	568,918	4,392	232	403	
	2024	556,011	1,292	148	278	
	2025	510,609	1,290	148	254	
Extracted water (m3)	2023	1,956				
	2024	1,734				
	2025	1,642		20		

1. Note that values are 100% for each business (not equity share)

2. Extracted water data for Dulles Greenway began being recorded in 2025; the 2025 data is estimated for a full year

2025 People performance

SHADED CELLS INDICATE WHERE DATA IS NOT APPLICABLE OR UNAVAILABLE

Note that 2025 APRR data is based on estimated values as at 26 February 2026. This data is yet to be assured and is subject to change

ALL HEADCOUNT DATA IS REPORTED AS AT 31 DECEMBER, 2025

HEADCOUNT BY AGE RANGE	APRR	Chicago Skyway	Dulles Greenway	Warnow Tunnel	Corporate ¹
<30 years	411	8	0	4	5
30 to 50 years	1397	39	6	16	35
>50 years	1747	18	7	21	10
Total²	3,555	65	13	41	50

1. Corporate employees include permanent staff and individuals engaged in long term fixed term arrangements of Atlas Arteria only

2. Age data not disclosed for all employees at APRR and Corporate

HEADCOUNT BY GENDER ²	ATLAS ARTERIA (CORPORATE)				
	MALE	FEMALE	TOTAL	%MALE	%FEMALE
Australian Board	6	2	8	75%	25%
Bermudian Board	1	3	4	25%	75%
Boards total¹	7	4	11	64%	36%
Australian Board Independent Directors	3	2	5	60%	40%
Bermudian Board Independent Directors	1	3	4	25%	75%
Total Independent Directors¹	4	4	8	50%	50%
Executive Team	2	2	4	50%	50%
Senior executives ²	8	6	14	57%	43%
All corporate employees ³	23	28	51	45%	55%

1. Debbie Goodin sits on both the Australian and Bermudian Boards

2. Senior executives includes Atlas Arteria Executive Committee and their senior direct reports, and CEOs and MDs of wholly and majority owned businesses, including those acting in vacant positions

3. All Corporate employees includes permanent staff and individuals engaged in long term fixed term arrangements of Atlas Arteria only

HEADCOUNT BY GENDER	DULLES GREENWAY				
	MALE	FEMALE	TOTAL	%MALE	%FEMALE
Subsidiary Board	3	1	4	75%	25%
Executive Team	0	1	1	0%	100%
Senior managers	5	1	6	83%	17%
Other employees	4	2	6	67%	33%
TOTAL	9	4	13	69%	31%

HEADCOUNT BY GENDER	WARNOW TUNNEL				
	MALE	FEMALE	TOTAL	%MALE	%FEMALE
Subsidiary Board	2	1	3	67%	33%
Executive Team	1	1	2	50%	50%
Senior managers	1	1	2	50%	50%
Other employees	16	21	37	43%	57%
TOTAL	18	23	41	44%	56%

HEADCOUNT BY GENDER	APRR				
	MALE	FEMALE	TOTAL	%MALE	%FEMALE
Subsidiary Boards (combined total APRR & AREA)	7	4	11	64%	36%
Executive Team	8	2	10	80%	20%
Senior managers	18	2	20	90%	10%
Other employees	2,298	1,257	3,555	65%	35%
TOTAL	2,324	1,261	3,585	65%	35%

HEADCOUNT BY GENDER	CHICAGO SKYWAY				
	MALE	FEMALE	TOTAL	%MALE	%FEMALE
Subsidiary Board	5	3	8	63%	38%
Executive Team	3	1	4	75%	25%
Senior managers	4	2	6	67%	33%
Other employees	28	27	55	51%	49%
TOTAL	35	30	65	54%	46%

TRAINING	APRR	Chicago Skyway	Dulles Greenway	Warnow Tunnel	Corporate
Total hours of training	85,525	821	1,539	592	
Hours of training per employee	24	10	45	15	

2025 SASB Disclosure

TOPIC	Disclosure	Code	Response
Environmental Impacts of Project Development	Number of incidents of non-compliance with environmental permits, standards, and regulations	IF-EN-160a.1	None
	Discussion of processes to assess and manage environmental risks associated with project design, siting, and construction	IF-EN-160a.2	<p>APRR is the only Atlas Arteria business that undertook significant project development activities in 2025. Environmental impact assessments are undertaken in the planning stage of all major projects to inform and guide project design. These seek to minimise and mitigate potential environmental impacts. We follow the 'Avoid, reduce, compensate' hierarchy of actions. As an example of outcomes, At APRR, a major community engagement and consultation program was undertaken during 2025, related to the A6 motorway upgrade, due to commence in 2027. The consultation program included two public meetings, three thematic workshops (covering mobility, agricultural environments and environmental concerns) with open invitations for feedback. All feedback was recorded and shared online. The consultation enabled APRR to incorporate the community feedback and concerns directly into the project design.</p> <p>https://voyage.aprr.fr/mobilite-a6</p> <p>APRR, has dual ISO 9001 and ISO 14001 certifications, the latter providing a structured approach to environmental management and protection.</p> <p>86% of Atlas Arteria's revenue is certified by ISO 14001</p>
Structural Integrity & Safety	Amount of defect- and safety-related rework costs	IF-EN-250a.1	None.
	Total amount of monetary losses as a result of legal proceedings associated with defect- and safety-related incidents	IF-EN-250a.2	None
Workforce health and safety	(1) Total recordable incident rate (TRIR) and (2) fatality rate for (a) direct employees and (b) contract employees	IF-EN-320a.1	At Atlas Arteria our wholly and majority-owned businesses report on lost-time injury frequency rate for employees (injuries per one million hours

			<p>worked) and lost-time injuries for contractors. Our performance over time is presented on page 30 of the Atlas Arteria 2025 Annual Report.</p> <ul style="list-style-type: none"> – APRR¹ employee LTIFR = 3.51 (LTI = 18); contractor LTIFR = 8,2 and LTI = 5 – Chicago Skyway employee LTIFR = 7.11 (LTI = 1); no relevant contractors – Dulles Greenway employee LTIFR = 0.00 (LTI = 0); contractor LTI = 1 – Warnow Tunnel employee LTIFR = 0.00 (LTI = 0); no relevant contractors. <p>No employee fatalities were recorded at any of our businesses in 2025, so the fatality rate was 0.00 for all businesses.</p>
Lifecycle Impacts of Buildings & Infrastructure	Number of (1) commissioned projects certified to a third-party multi-attribute sustainability standard and (2) active projects seeking such certification	IF-EN-410a.1	None
	Discussion of process to incorporate operational-phase energy and water efficiency considerations into project planning and design	IF-EN-410a.2	<p>APRR’s framework requires projects to integrate, from design to construction, energy and water efficiency, as well as protection of water resources.</p> <p>As a road network, pursuing more energy efficient use of the roads (by customers) is a key consideration. Project design pursues initiatives that can enable this, for example:</p> <ul style="list-style-type: none"> - The introduction of free-flow tolling on the A79 in 2022 and ongoing roll out to other parts of the AREA and APRR network - Testing of new initiatives such as Bio-phalt (refer to the Atlas Arteria website, Environmental Stewardship – Responsible Consumption, and page 40 of the 2024 Sustainability Report) - Ongoing review of infrastructure to improve efficiencies, e.g. optimising asphalt types and replacement cycles, upgrading lighting to LEDs and improving stormwater control and treatment along the motorways - Own use solar installations are also being considered in the design of new projects and upgrade of existing projects (with own use photovoltaic systems now in use at both Warnow Tunnel and APRR). - Other opportunities are also sought to create positive impact by improving or supplementing the design of existing infrastructure. For example, APRR is exploring ways to improve roadside planting to improve natural carbon sinks along the motorways (refer to the Atlas

			<p>Arteria website, Environmental Stewardship – Nature and Biodiversity page, page 40 of the 2025 Annual Report and page 41 of the 2024 Sustainability Report.)</p> <ul style="list-style-type: none"> - APRR is also experimenting with the use of asphalt that reduces the carbon footprint for the renovation of its roads. For example, in 2025, an asphalt mix incorporating an average of 10% plant-based binder in the total binder was used on a section of the A43.
Climate impacts of business mix	Amount of backlog for (1) hydrocarbon-related projects and (2) renewable energy projects	IF-EN-410b.1	<p>Metric not applicable as Atlas Arteria does not construct energy related projects.</p> <p>However, in support of a low-carbon future, APRR has partnered with energy organisations, providing space along the motorway network for the development of solar farms. Seven solar farm sites are now in service and an additional twelve sites under consideration. In 2025 335 MWh of renewable electricity was generated from these projects across the APRR network.</p> <p>As an energy consumer, all our wholly and majority-owned businesses and corporate offices have now transitioned to 100% renewable electricity and APRR was at 99% renewable electricity in 2025.</p>
	Amount of backlog cancellations associated with hydrocarbon-related projects	IF-EN-410b.2	Metric not applicable as Atlas Arteria does not undertake hydrocarbon-related projects.
	Amount of backlog for non-energy projects associated with climate change mitigation	IF-EN-410b.3	<p>No backlog for major projects, however, climate change mitigation and facilitating our customers’ transition to lower-carbon options is a priority in our management of the network. Supporting initiatives include:</p> <ul style="list-style-type: none"> - 100% of service areas along the APRR and AREA networks equipped with EV charging stations. - 47% conversion of the APRR light vehicle fleet already transitioned to EVs. - Installation of carpooling car parks providing more than 5,900 spaces along APRR motorways by end 2025, and partnerships with local government to support multi-modal hubs.

			<ul style="list-style-type: none"> - Plant A'dapt project to optimise roadside planting at APRR and other roadside planting projects at Warnow Tunnel and Dulles Greenway to encourage biodiversity and mitigate climate change impacts. <p>Further details of climate mitigation projects are available on the Atlas Arteria website and in the 2025 Annual Report and 2024 Sustainability Report.</p>
Business ethics	(1) Number of active projects and (2) backlog in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	IF-EN-510a.1	None
	Total amount of monetary losses as a result of legal proceedings associated with charges of (1) bribery or corruption and (2) anticompetitive practices	IF-EN-510a.2	None
	Description of policies and practices for prevention of (1) bribery and corruption and (2) anti-competitive behaviour in the project bidding processes	IF-EN-510a.3	<p>Our Anti-Bribery and Corruption Policy (ABC Policy) and Code of Conduct prohibit bribery and corrupt behaviour in connection with Atlas Arteria's business (including prohibiting the use of facilitation payments). Further, our Code of Conduct prohibits personnel from engaging in anti-competitive behaviour or business practices that limit, prevent or restrict competition. The ABC Policy and Code of Conduct are supported by our Whistleblower Policy.</p> <p>All Corporate employees are required to undertake training on these policies, as well as in relation to the requirements of applicable Competition Laws, within the first 45 days of joining the organisation, with refresher training at least every two years. Further, we conduct training on these issues and our ABC Policy, Code of Conduct and Whistleblower Policy in our wholly owned businesses. We have comprehensive and clear communication channels embedded in our organisation to ensure any actual or suspected instances of bribery and corruption and anti-competitive behaviour are appropriately escalated and reported in a timely manner. We also have a due diligence process in place to identify whether potential acquisition targets may have exposure to any bribery, corruption, sanctions or other potential reputational issues.</p>

			<p>For APRR and ADELAC, we participate in the Tender Committee, which is responsible for overseeing the tendering processes and contract awards. Following review, we are comfortable that APRR conducts business in accordance with governance standards commensurate with our own, including compliance with all laws (i.e. competition laws touching on project bidding, bribery and corruption etc).</p> <p>Our Supplier Code of Conduct requires all organisations that we work with to comply with all applicable laws relating to the prevention of anti-competitive practices</p>
Activity metrics	Number of active projects	IF-EN-000.A	<p>Gantries for ticketless entry on AREA Network was completed in 2025. Lane reserved for public transport on A480 commenced on July 25. Reconstruction of the N105 on 3km, works started on October 25. A number of small capital projects are also underway at our businesses, including projects to improve safety and traffic flow.</p>
	Number of commissioned projects	IF-EN-000.B	<p>The installation of the 30 gantries on the AREA network for the tag detection or Licence plate reading was completed. After operational testing in early 2026, the system will be commissioned on 27 May 2026. The “ticketless entry” system will contribute to a more sustainable motorway. Beyond the advantages offered to motorway users, the “ticketless entry” system delivers lasting environmental benefits. These include a reduction in fuel consumption resulting from the elimination of deceleration and acceleration phases at entry points, as well as a decrease in the land area required. The deployment of the “ticketless entry” system will be accompanied by the redevelopment of existing entry toll plazas, with equipment that has become obsolete being dismantled and removed.</p>
	Total backlog	IF-EN-000.C	<p>Gantries for ticketless entry on AREA Network was completed in 2025.</p>

1. FY 2025 data from APRR is not yet fully assured and may be subject to change