

2026 TARGETS AND OBJECTIVES	COMPARISON TO 2025	2025 PERFORMANCE AGAINST 2026 TARGETS AND OBJECTIVES
<p>Safety</p> <p>LTIs <=1 at Corporate and each wholly and majority-owned businesses.</p> <p>APRR LTIFR to outperform peer average.</p> <p>Improve Atlas Arteria's Safety Culture Index score (compared to 2025).</p>	<p>No change.</p> <p>The 2025 target of APRR LTIFR <=3 does not take into account APRR's performance relative to peers.</p> <p>This is a new target to track the progress measured in Atlas Arteria's Safety Culture Index rating, established in 2025.</p>	<p>Achieved at Corporate and wholly and majority-owned businesses.</p> <p>APRR achieved an LTIFR of 3.51 in 2025, which was lower than peers.</p> <p>N/A</p>
<p>Climate</p> <p>At least a 75% reduction in Scope 1 and 2 GHG emissions by 2030 from a 2019 baseline, restated to include Corporate and wholly and majority-owned businesses only.</p> <p>APRR to independently maintain its target of 46% reduction in Scope 1 and 2 emissions and 30% reduction in Scope 3 emissions by 2030.</p>	<p>Atlas Arteria currently assesses its GHG emissions targets and performance on an equity share basis. From 2026 these will be assessed using an operational control boundary (as defined under the GHG Protocol). This means Atlas Arteria will include APRR emissions as Scope 3 (Category 15) emissions, not Scope 1 and 2. Atlas Arteria's baseline emissions will be restated to 2,264 tCO₂e.</p> <p>Recognising the change in boundary, Atlas Arteria will reset its target from 46% to at least 75%, using its level of operational control at wholly and majority-owned businesses to actively oversee ongoing emissions reductions.</p> <p>No change.</p>	<p>Atlas Arteria's 2025 Scope 1 and 2 emissions were 722 tCO₂e using an operational control boundary, representing a 68% reduction from a 2019 baseline.</p> <p>APRR achieved an overall reduction in Scope 1 and 2 emissions of approximately 23%¹ in 2025 (relative to 2019 baseline).</p>
<p>Diversity</p> <p>Maintain our commitment to 40:40:20 gender balance</p> <ul style="list-style-type: none"> - At Board level among independent non-executive directors - At Senior Executive level, represented by members of the Atlas Arteria Executive Committee, their senior direct reports (represented by members of Atlas Arteria's Extended Leadership Team) and the CEOs and MDs of the wholly and majority-owned businesses - Among all Atlas Arteria corporate employees 	<p>No change.</p>	<p>Achieved at Board level among independent non-executive directors.</p> <p>Achieved at Senior Executive level.</p> <p>Achieved among all Atlas Arteria corporate employees</p>

KEY PHYSICAL RISK	KEY TRANSITION RISK	KEY OPPORTUNITY
<p>Major flooding impacts on our roads</p> <p>Risk description Due to increased rainfall, flooding or sea-level rises, our roads could be inaccessible and/or damaged, which may result in safety concerns and traffic reductions. Primary risk is associated with surface flooding impacts.</p> <p>Priority location APRR</p> <p>Risk rating Highest rating = SIGNIFICANT under the current policies scenario at 2050</p> <p>Potential impacts</p> <ul style="list-style-type: none"> - Damage to infrastructure and replacement costs. - Increase in ongoing operations and maintenance costs. - Increased insurance premiums or inability to insure in particular locations. - Temporary loss of use of motorway sections or extended travel delays. <p>Response</p> <ul style="list-style-type: none"> - Well-designed, high-quality road networks. - Identification of higher risk areas to target for effective management. - Weather monitoring procedures with established pre-and-post-event maintenance processes. - Monitoring of weather patterns and drainage systems' capacities to identify required upgrades or improvements. - Adapting program of infrastructure upgrades and renewals (e.g. pavement renewal). 	<p>Emergence of new regulations</p> <p>Risk description Due to increased government regulation aimed at addressing and/or reducing climate impacts and/or promoting adaptation of low-emission alternatives, there is a risk of additional operating costs, taxes and/or unanticipated capital expenditure, resulting in unplanned costs and lower distributions to investors.</p> <p>Priority location APRR and Warnow Tunnel</p> <p>Risk rating Highest rating = SIGNIFICANT under the net zero scenario at 2050</p> <p>Potential impacts</p> <ul style="list-style-type: none"> - Increased operating costs or capital expenditure, e.g. through implementation of carbon taxes or low-emission design/build requirements for new projects impacting our businesses directly, or through our supply chain. - Increased customer costs leading to reduced travel. - Fines associated with not meeting regulatory requirements. <p>Response</p> <ul style="list-style-type: none"> - Staying abreast of regulatory developments and requirements to inform and adapt business strategy. - Effective communication and working relationships with governments and partners. - Compensation entitlements under concession agreements. 	<p>Access to new business and capital due to enhanced trust and reputation arising from strong sustainability practices</p> <p>Opportunity description Due to progressive action being taken to address and/or reduce climate change impacts, there is an opportunity to access new markets by meeting/exceeding government and other partner aims.</p> <p>Priority location Corporate</p> <p>Opportunity rating Highest rating = HIGH under the net zero scenario at 2050</p> <p>Potential impacts</p> <ul style="list-style-type: none"> - Improved opportunity to win new projects, e.g. through alignment with government aims by demonstrating minimisation of environmental impacts and commitment to climate action. - Improved security price through meeting investor expectations and outperforming competitors, leading to improved ability to raise capital and equity for new projects. - More desirable partner, e.g. for joint ventures, providing improved access to opportunities. <p>Response</p> <ul style="list-style-type: none"> - Delivery of Atlas Arteria's sustainability strategy. - Support our businesses in their efforts to identify, develop and deliver on the use of low-carbon innovation initiatives where possible. - Effective communication and working relationships with governments, partners and other stakeholders.
<p>RISK RATING  Low  Medium  Significant  High  Severe</p>		<p>OPPORTUNITY RATING  Low  Medium  High</p>

EXISTING TARGETS

Reduction in Scope 1 and 2 emissions from a 2019 baseline, calculated on an equity share basis:

- 25% by 2025
- 46% by 2030

FUTURE TARGET (FROM 2026)

Reduction in Scope 1 and 2 emissions from a 2019 baseline, calculated on an operational control basis:

- at least 75% by 2030
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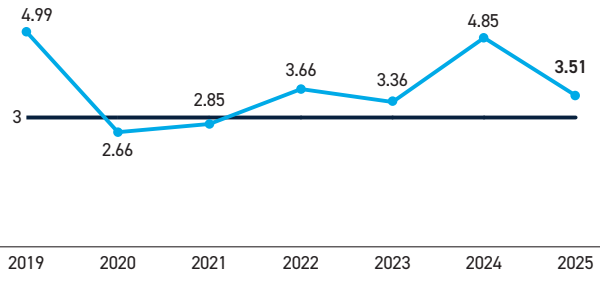
2025 GHG emissions

	Up to 2025 – Equity share boundary			From 2026 – Operational control boundary		
	Scope 1 and 2		Scope 3 – Cat 15	Scope 1 and 2		Scope 3 – Cat 15
	Baseline	2025	2025	Baseline	2025	2025
APRR ¹	6,800	5,218	0	0	0	5,218+²
Chicago Skyway	597	293	0	896	439	0
Dulles Greenway	950	237	0	950	237	0
Warnow Tunnel	394	41	0	394	41	0
Corporate	24	5	0	24	5	0
Total	8,765	5,794¹	0	2,264	722	5,218+¹
% Reduction in Scope 1 and 2 emissions (from baseline)		34%¹			68%	

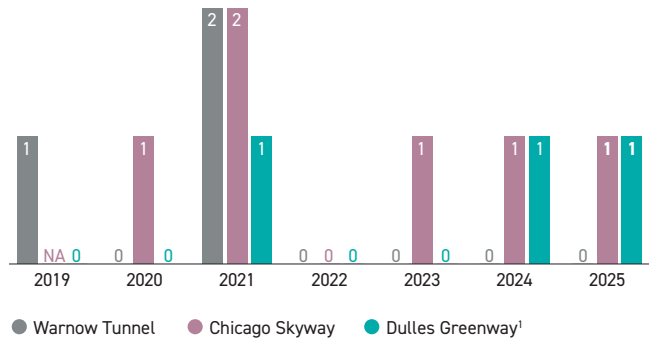
Progress made on emission-reduction initiatives at APRR in 2025

Introduction of the use of Hydrotreated Vegetable Oil (HVO)	- Hydrotreated Vegetable Oil (HVO) is a renewable, low-carbon, paraffinic diesel alternative produced from waste oils and fats, offering up to 90% lower GHG emissions than fossil diesel. HVO was successfully tested and introduced for use at APRR in 2025.
Electrifying the light vehicle fleet	- 58 electric light vehicles and 201 charging stations were introduced for internal operations at APRR in 2025. This takes the total number of electric light vehicles to 487 and total number of charging stations for internal operations to 584. That equates to 46.5% of APRR's light vehicles fleet converted to electric vehicles as at 31 December 2025. This is below the original 75% target due to significant shortages in the availability of suitable electric vehicles for purchase in France in 2025.
Ongoing implementation of the 'Energy sobriety' plan	- Includes initiatives to control use of energy by adjusting and adapting air conditioning/heating, lighting, travel and use of equipment.
Own use solar power	- The first photo voltaic (PV) (solar power) system for own use in operations was commissioned at the end of 2025.
Employee training	- In 2025, climate awareness training was provided to managers, focused on 'Managers, embodying the ecological transition'.

LTIFR (APRR)

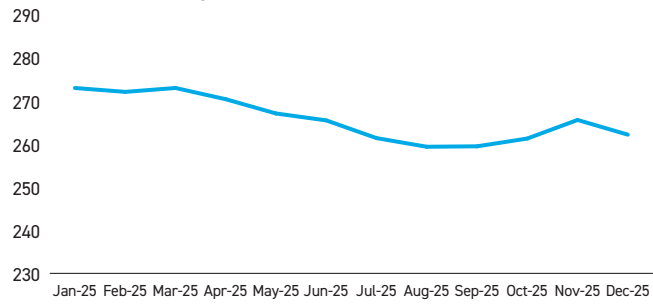


LTIs (wholly and majority-owned businesses)

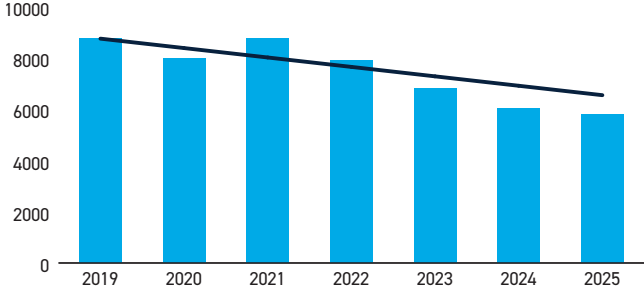


1. Effective workforce – includes employees + contractors

APRR accident rate (per billion km travelled)

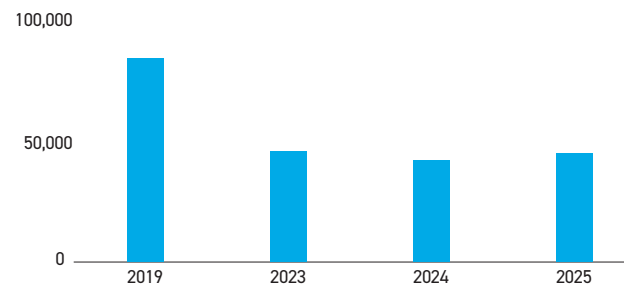


Total Scope 1 and 2 emissions (tCO₂e)



— SBTi 1.5 degree pathway

Total Scope 3 upstream emissions (tCO₂e)



Scope 3 customer emissions (tCO₂e)

