



✈️ Decarbonisation Plan Prague Airport

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PRAGUE AIRPORT INTRODUCTION

Letiště Praha, a.s. (hereinafter also "Prague Airport" or "the Company") is the operator of the international civil airport Václav Havel Airport Prague and a key element of the transport infrastructure of the Czech Republic. The Company's main mission is to ensure the efficient and safe operation of the airport, support the development of civil air transport, maintain its accessibility to the general public, and enable passengers to travel in a modern, fast and comfortable way. The Company was incorporated by registration in the Commercial Register on 6 February 2008 and its sole shareholder is the Ministry of Finance of the Czech Republic.

Prague Airport organises and manages operations at Václav Havel Airport Prague, plans and allocates airport infrastructure and capacity to individual air carriers, and provides a wide range of services related to airport operations. These activities primarily include passenger and baggage handling, the operation of terminal infrastructure and the leasing of space for commercial use. The Company also provides additional services, such as parking and catering, and continuously develops and modernises its activities in line with operational, technological and safety requirements.

In carrying out its activities, Prague Airport cooperates closely with key aviation institutions, in particular the Ministry of Transport of the Czech Republic, the Civil Aviation Authority and Air Navigation Services of the Czech Republic, as well as with air carriers, public authorities and other airport users. Cooperation with the City of Prague and municipalities in the vicinity of the airport is also an integral part of its activities. Prague Airport ensures operational safety and passenger protection in cooperation with the relevant security forces. The Company also has its own airport fire-fighting unit and provides a 24/7 medical service through a contracted partner.



RESPONSIBLE AND SUSTAINABLE BUSINESS CONDUCT STRATEGY

Prague Airport is aware of its responsibility arising from the scale and nature of airport operations, including their impacts on the environment and the quality of life of residents in the airport's vicinity. In carrying out its activities, the Company therefore takes into account the environmental aspects of its operations and seeks to systematically reduce the negative impacts of its activities. The Decarbonisation Plan is one of the key tools through which the Company takes a structured approach to greenhouse gas emissions management and the gradual transition to low-emission operations.

ESG Management

The management of the ESG and sustainability strategy and agenda falls under the responsibility of the entire Board of Directors. The area of sustainability is overseen by Vice-Chairman of the Board of Directors Jiří Kraus, whose direct remit also includes the Environment, Sustainability and ESG organisational unit, headed by the Director and ESG coordination guarantor. These two inseparable topics are addressed simultaneously through the ESG team and a dedicated working group composed of guarantors responsible for the Environment, Social and Governance sections.

Material Sustainability Topics

As part of the update of its ESG strategy in 2025, the Company defined eight main areas with long-term and ambitious goals. These eight topics form the core of sustainable business conduct; however, sustainability principles are embedded in all the Company's activities. The ESG strategy was redefined based on a double materiality assessment to reflect all material areas and topics on which Prague Airport has an impact.



Environmental protection (Environment)

- Climate resilience and carbon neutrality
- Species-rich airport surroundings
- Noise regulation
- Minimizing environmental pollution



Responsibility to employees and the surrounding communities (Social)

- Equal treatment and responsible employer
- Transparent support for surrounding communities and the non-profit sector



Governance, ethics, and business transparency (Governance)

- Promoting business ethics and sustainability within the company
- Promoting business ethics and sustainability among business partners





ESG Reporting Framework

Prague Airport is systematically preparing for future legislative obligations in non-financial reporting under the CSRD and the EU Taxonomy. In 2025, legislative changes under the Omnibus package were reflected, while Prague Airport's ESG strategy was updated and the objectives in the Environment, Social and Governance areas were redefined. The Decarbonisation Plan represents one of the key inputs for this preparation, particularly in the area of greenhouse gas emissions management and the evaluation of climate change mitigation measures.



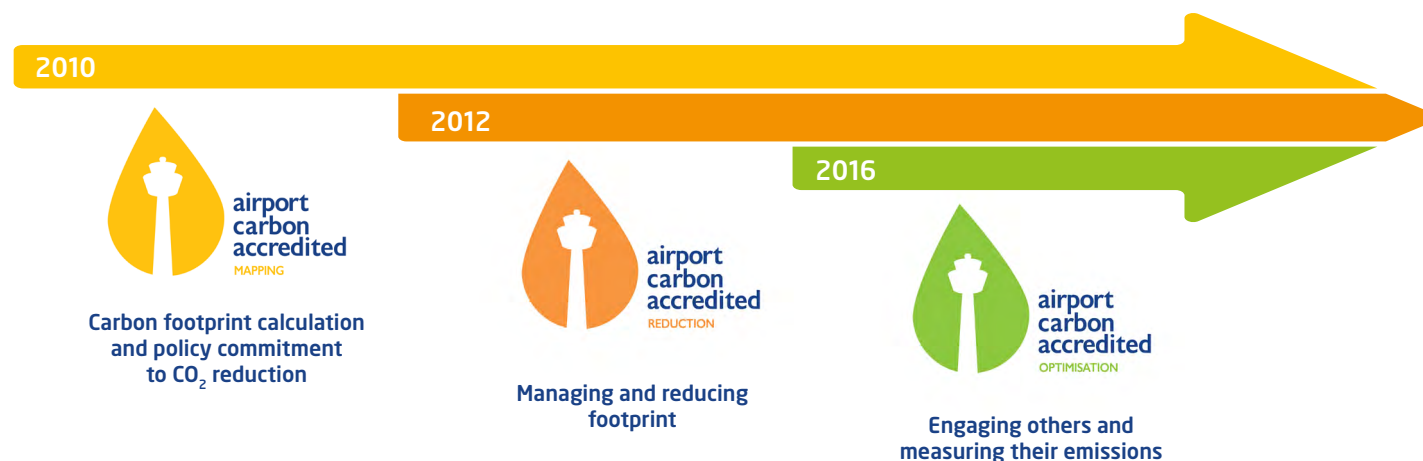
Decarbonisation and Greenhouse Gas Emissions Management

Decarbonisation is one of the key areas of Prague Airport's environmental responsibility and is systematically integrated into the Company's management and a number of internal projects. This area has been developed over the long term as part of a conceptual approach to reducing greenhouse gas emissions from the Company's own operations and from activities related to airport operations.

Prague Airport has been focusing on reducing greenhouse gas emissions in a targeted manner since 2010, when it joined the internationally recognised Airport Carbon Accreditation (ACA) programme. The aim of this programme is to support airport operators in the systematic management, measurement and gradual reduction of greenhouse gas emissions arising in connection with airport activities. Prague Airport's carbon footprint is verified annually by an independent certification company using the GHG Protocol methodology and in line with the requirements of the ACA programme. In 2016, Prague Airport reached Level 3 of the ACA programme, which includes partner engagement and work with Scope 3 emissions.

Decarbonisation is also reflected in the broader sustainability management framework and in the Company's preparation for new regulatory requirements. Key ongoing initiatives include, in particular, the implementation of European legislation in the area of non-financial reporting, including ESRS standards, and preparation for the application of the EU Taxonomy. These activities contribute to improving data accuracy, strengthening governance and ensuring transparent reporting of progress in emissions reductions.

Prague Airport Milestones in the Airport Carbon Accreditation Programme



In 2021, Prague Airport joined the Net Zero initiative coordinated by the international airport association Airports Council International (ACI). This initiative brings together airports seeking to achieve net carbon neutrality by 2050 at the latest. The long-term direction of Prague Airport's decarbonisation activities is further supported by its involvement in the sectoral Destination 2050 initiative and by its signing of the Toulouse Declaration in 2022, confirming the Company's commitment to contributing to the transformation of air transport towards low-carbon operations.



Decarbonisation Plan

The Decarbonisation Plan of Letiště Praha, a.s. represents a strategic framework for the management and gradual reduction of greenhouse gas emissions. The document summarises the baseline situation, defines target milestones and provides an overview of key measures, serving as a basis for the further development of the Company's decarbonisation activities.

This document is based on the current decarbonisation management set-up and represents an interim solution until a comprehensive transition plan is prepared. The transition plan will further elaborate the Company's long-term transformation trajectory. Until its adoption, the Decarbonisation Plan is regularly updated in response to developments in legislative requirements and technological possibilities and is approved by the Company's Board of Directors together with the Concept of Environmental Protection, Sustainability and ESG.

Emissions by Scope

The carbon footprint represents the amount of greenhouse gases emitted, expressed as carbon dioxide equivalent (CO₂e), and is monitored across three areas – the so-called Scope categories.

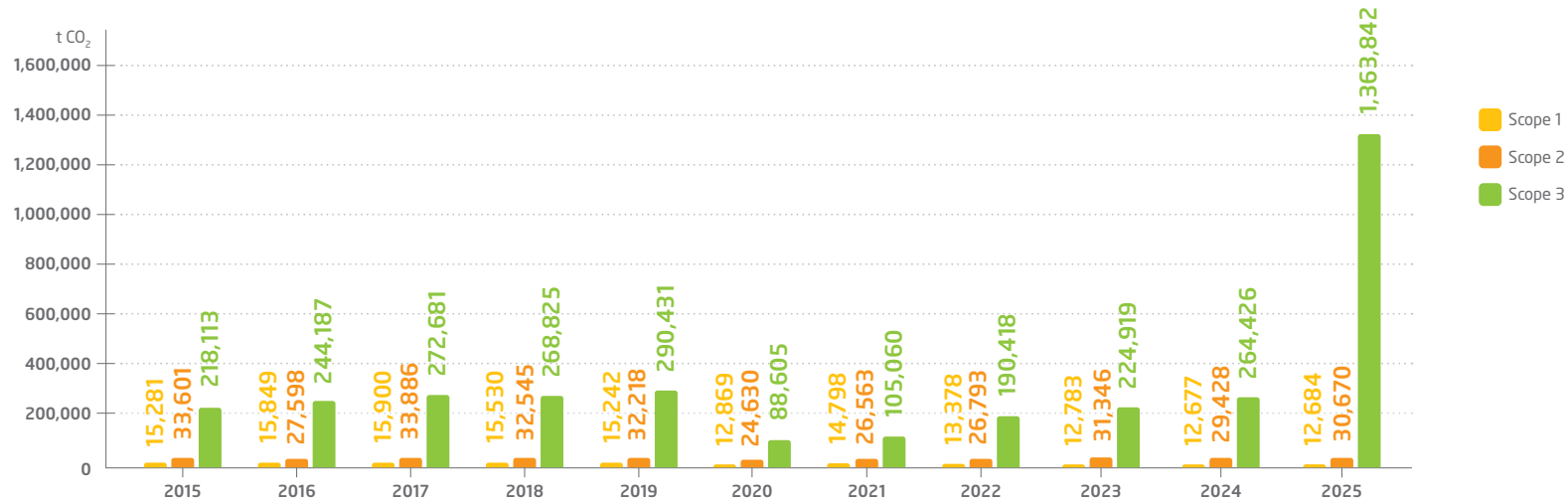
Scope 1 comprises direct emissions related to airport operations. These include, for example, fuel and natural gas consumption, emissions generated during wastewater treatment, and leaks from the use of air conditioning.

Scope 2 covers indirect emissions from purchased electricity that are not generated directly at the airport but arise from airport activities.

Scope 3 represents other indirect emissions. These are emissions that occur as a result of airport operations but are neither owned nor controlled by the airport. From 2025, this category includes emissions generated during the entire flight, as well as emissions from passenger transport to the airport, employee business travel, the use of airport ground support equipment, the operation of APUs (auxiliary power units), and other emissions in accordance with GHG Protocol requirements and ACA conditions.



Trends in Scope 1, 2, and 3 Emissions Since 2015



* Until 2025, Scope 3 included emissions from the LTO cycle (the take-off, taxiing, and landing cycle at an airport up to an altitude of 915 m). Following changes to the ACA programme requirements, emissions from the entire flight have been included from 2025 onwards.



SHARE OF INDIVIDUAL SCOPE 3 SOURCES AT PRAGUE AIRPORT



91.79%

Aircraft Emissions
- Entire Flight*



5.31%

Individual Passenger
Transport - Cars



1.11%

Electricity - Tenants



0.55%

Taxis



0.33%

APU Emissions
(< 200,000 MTOW)



0.33%

Public Transport PRG
- City Centre



0.15%

Diesel Consumption
- Other Users



0.12%

Mixed Municipal Waste



0.12%

Public Transport PRG
- Surrounding Area



0.07%

Petrol Consumption
- Other Users



0.06%

Engine Maintenance
(Single-Aisle Aircraft)



0.04%

APU Emissions
(> 200,000 MTOW)



0.01%

Shuttle Service
- parking

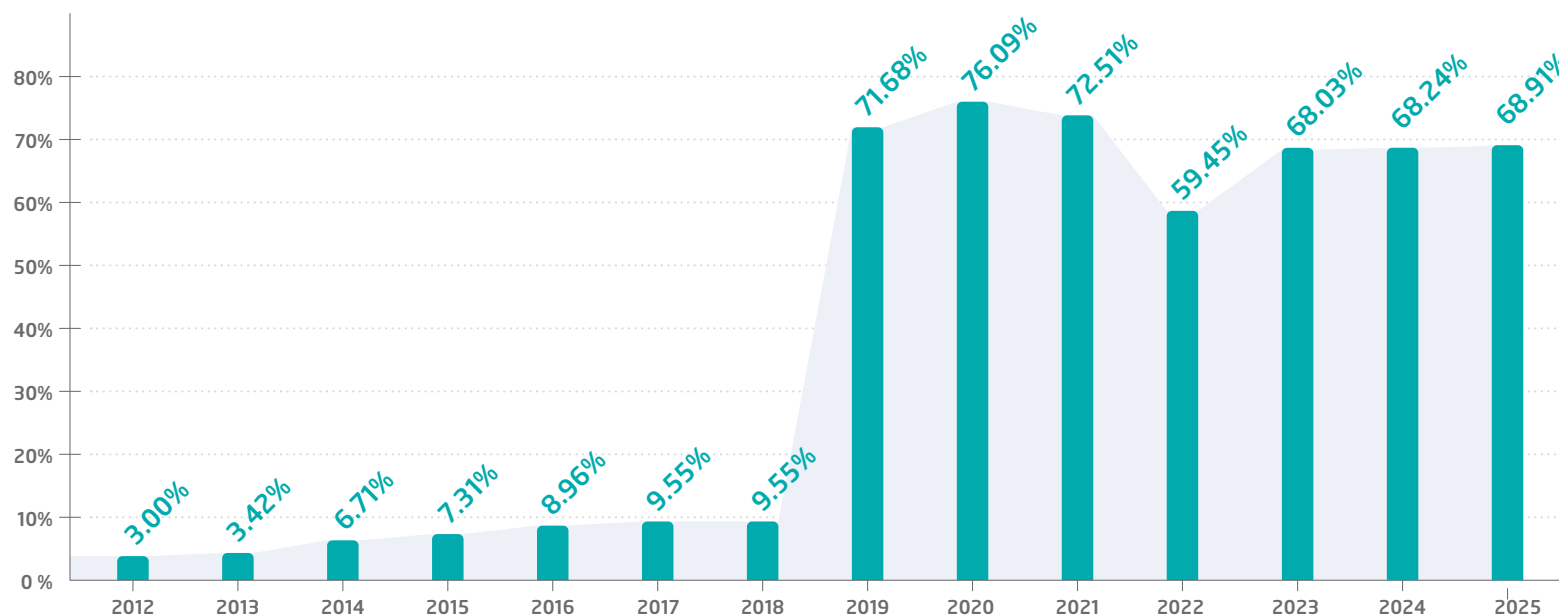
* Under ACA conditions, emissions from the entire flight are newly reported from 2025 instead of only the LTO cycle.



Greenhouse Gas Emissions Development and Decarbonisation Measures

Since 2010, emissions have been reduced by an average of three to five thousand tonnes of CO₂e per year. In 2025, the reduction amounted to almost 69% compared to the 2009 reference year. This trend is associated with the implementation of extensive savings measures. Prague Airport plans to continue these activities and further reduce the volume of emissions produced.

CO₂e Emissions Reduction Compared to 2009



Examples of Implemented and Planned Measures to Reduce Scope 1 and 2 Emissions

A significant number of measures have already been implemented in the area of emissions reductions, with some completed and others in preparation or under implementation.

Key activities include in particular:

- Combined heat and power generation – a project for the implementation of a 2 MW cogeneration unit is being prepared.
- Hydrogen use study – a study was prepared to assess the potential use of hydrogen, both separately and in combination with photovoltaic power plants (PV).
- Optimisation of the temperature regime in Prague Airport offices and public areas.
- Gradual replacement of boilers in the SOUTH area – implementation also includes a recalculation of energy demand with the aim of sizing new sources according to current needs. The expected savings amount to up to 150 t CO₂e.
- Installation of photovoltaic power plants (PV) – gradual installation is taking place on selected airport infrastructure buildings. The first PV plant was commissioned in 2023 on Terminal 3, and at the end of 2025 an installation with an output of 1.3 MWp was completed on the parking building (PC).
- Lighting modernisation – replacement with LED technologies continues, with projects implemented in 2025 delivering annual savings of up to 1.4 MWh.
- Fleet renewal – the share of electric and hybrid vehicles is gradually increasing, and the related infrastructure is being developed; in 2025, another 35 electric vehicles were added to the fleet.



Purchase of electric vehicles and creation of infrastructure for their operation



Gradual installation of PV on airport infrastructure objects



Optimising the temperature in all offices and public areas



Gradual replacement of boilers in the area SOUTH



Replacement of regular bulbs with LED lighting



A significant part of these measures consists of activities focused on increasing energy efficiency, which are further described in the following chapter.



Long-term Decarbonisation Goals

2030

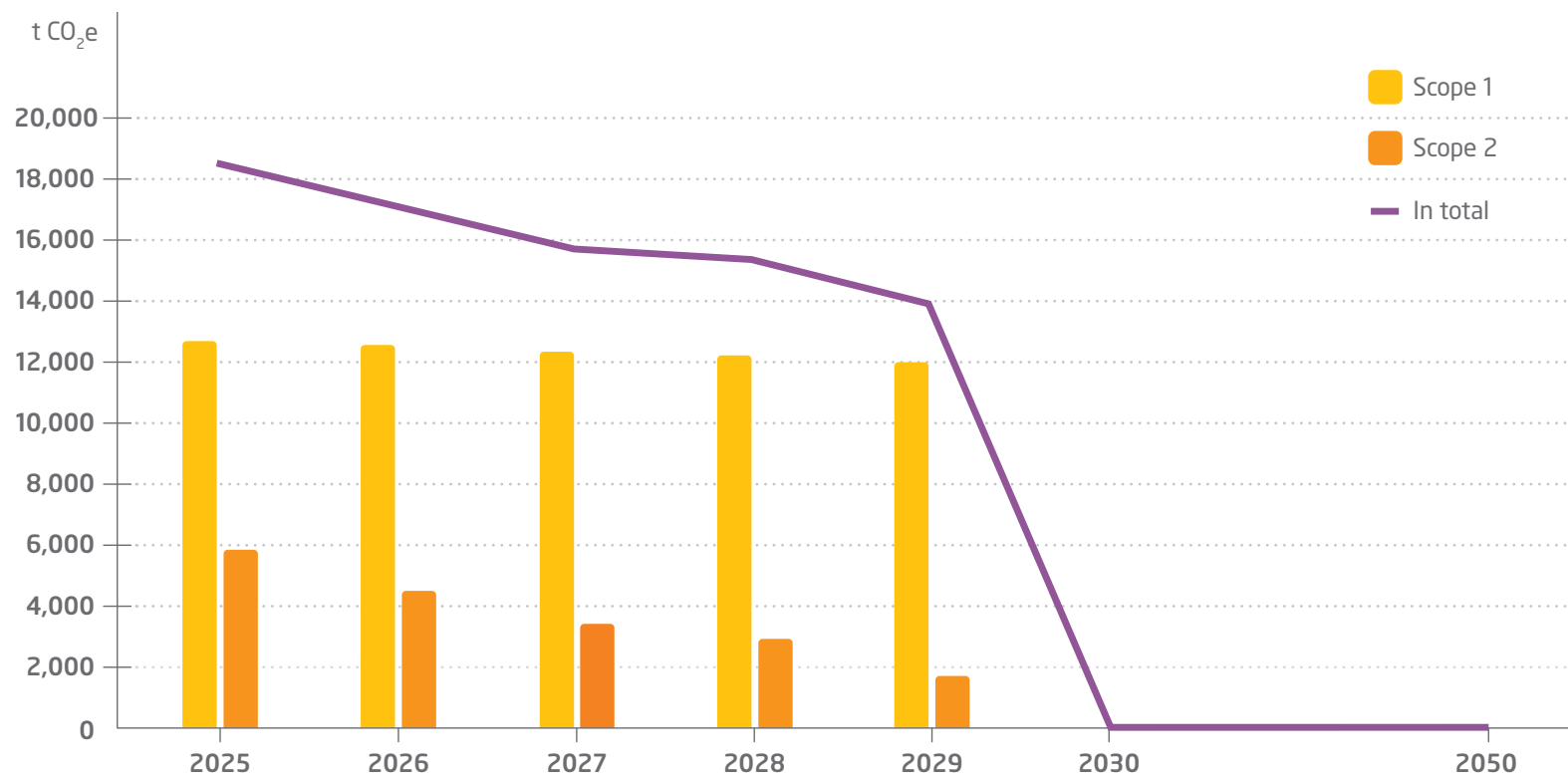
The goal is to achieve carbon neutrality in Scope 1 and 2 (using offset mechanisms).

2050

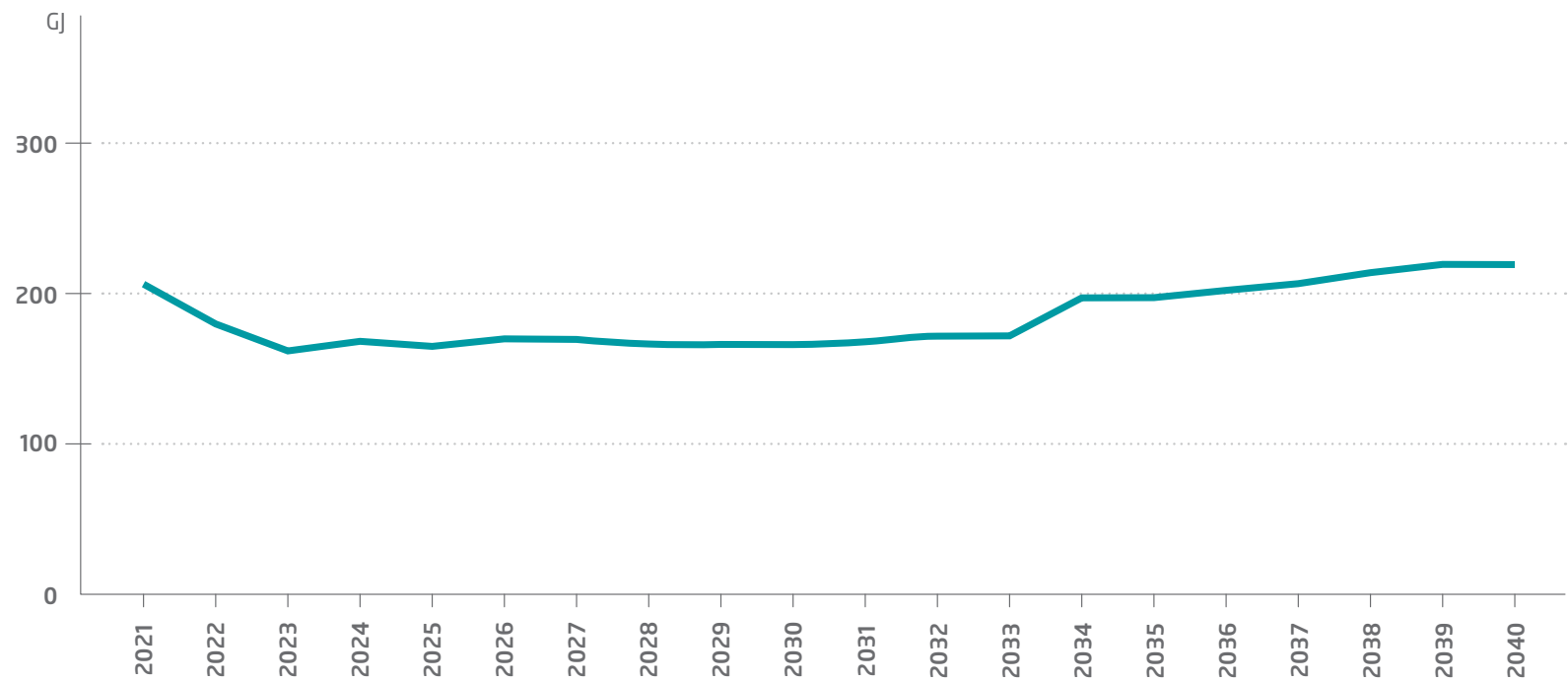
The long-term goal is to achieve net-zero carbon emissions in Scopes 1 and 2.



Prague Airport Carbon Footprint Predicted Development Trends - Scopes 1 and 2



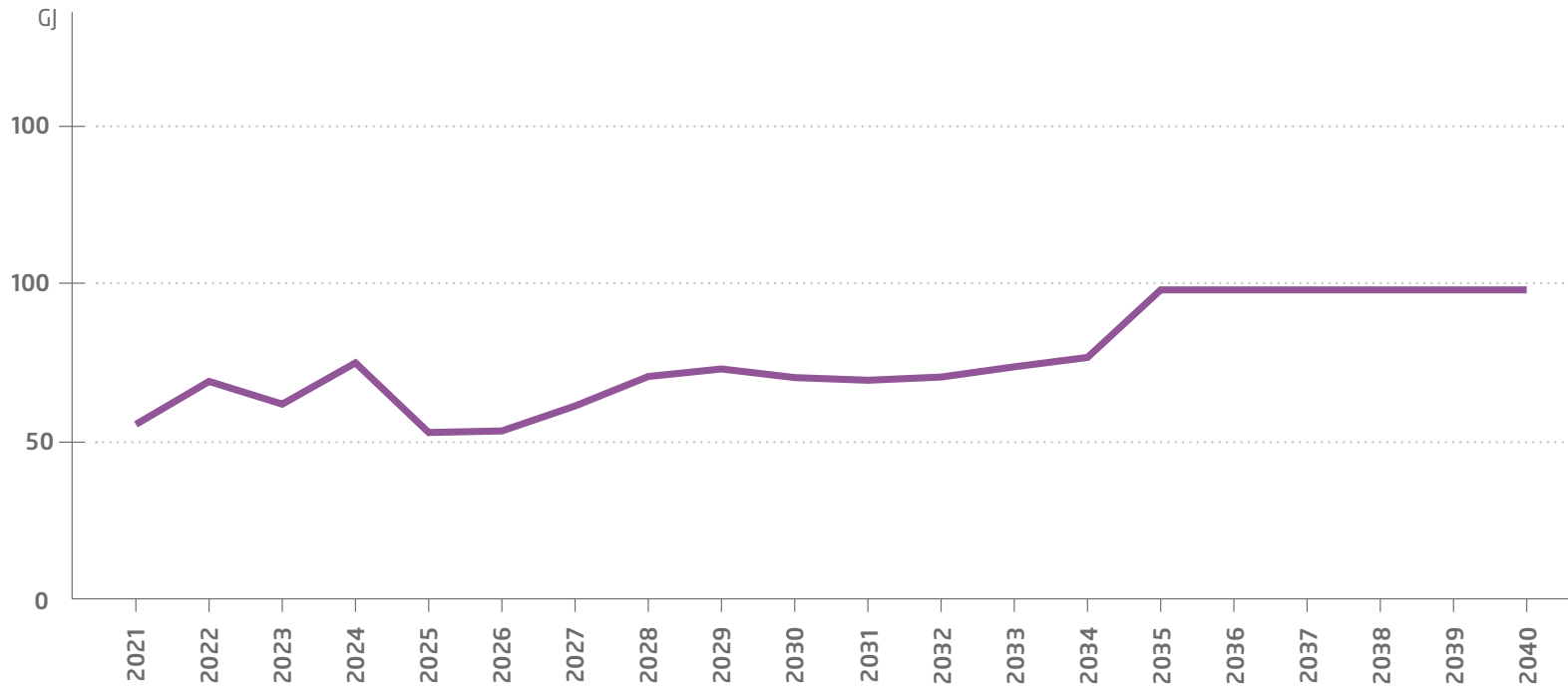
Trends and Forecast of Heat Consumption from 2021 to 2040



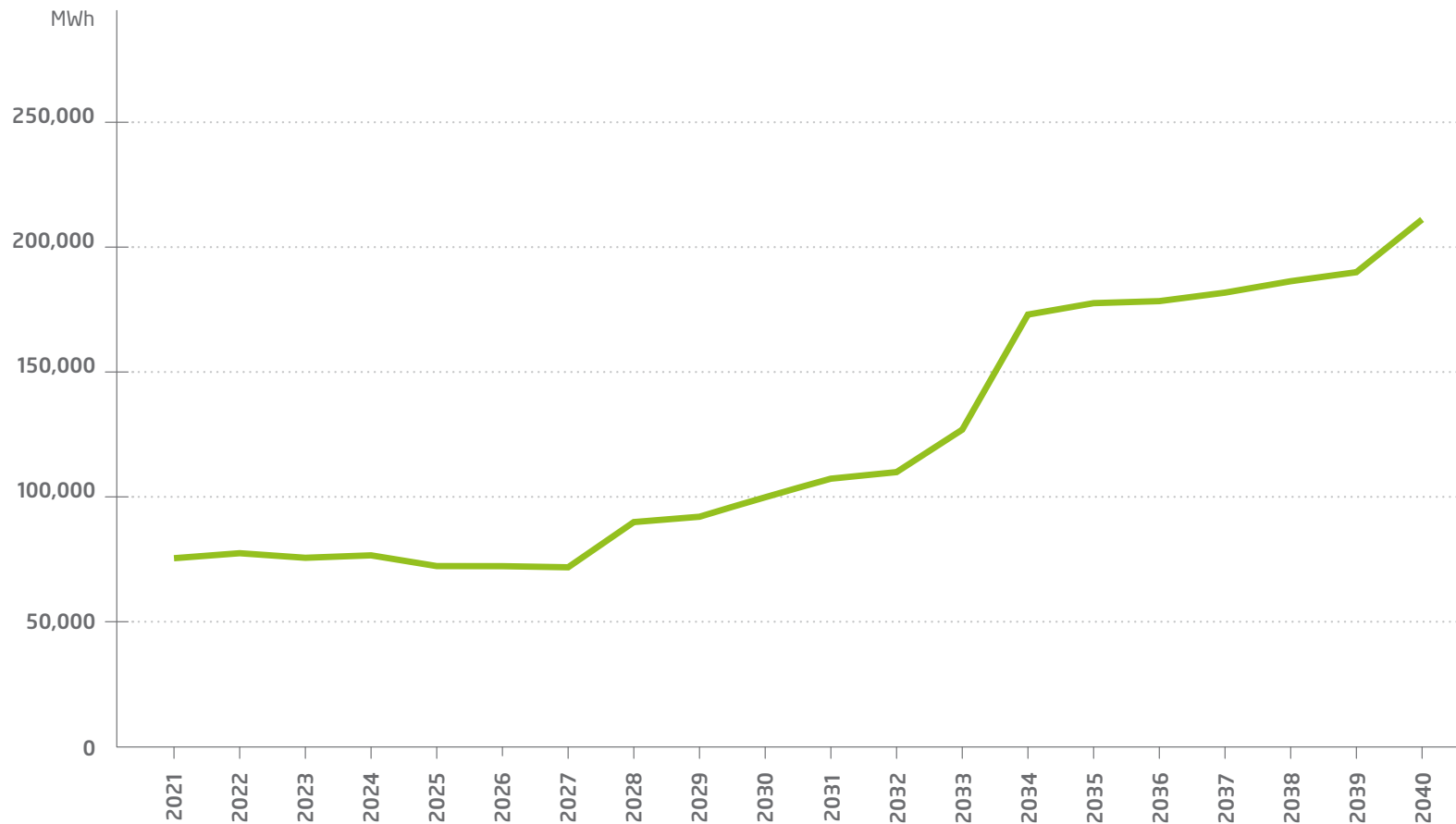
* Heat consumption trends are primarily influenced by external weather conditions.



Trends and Forecast of Cooling Consumption from 2021 to 2040



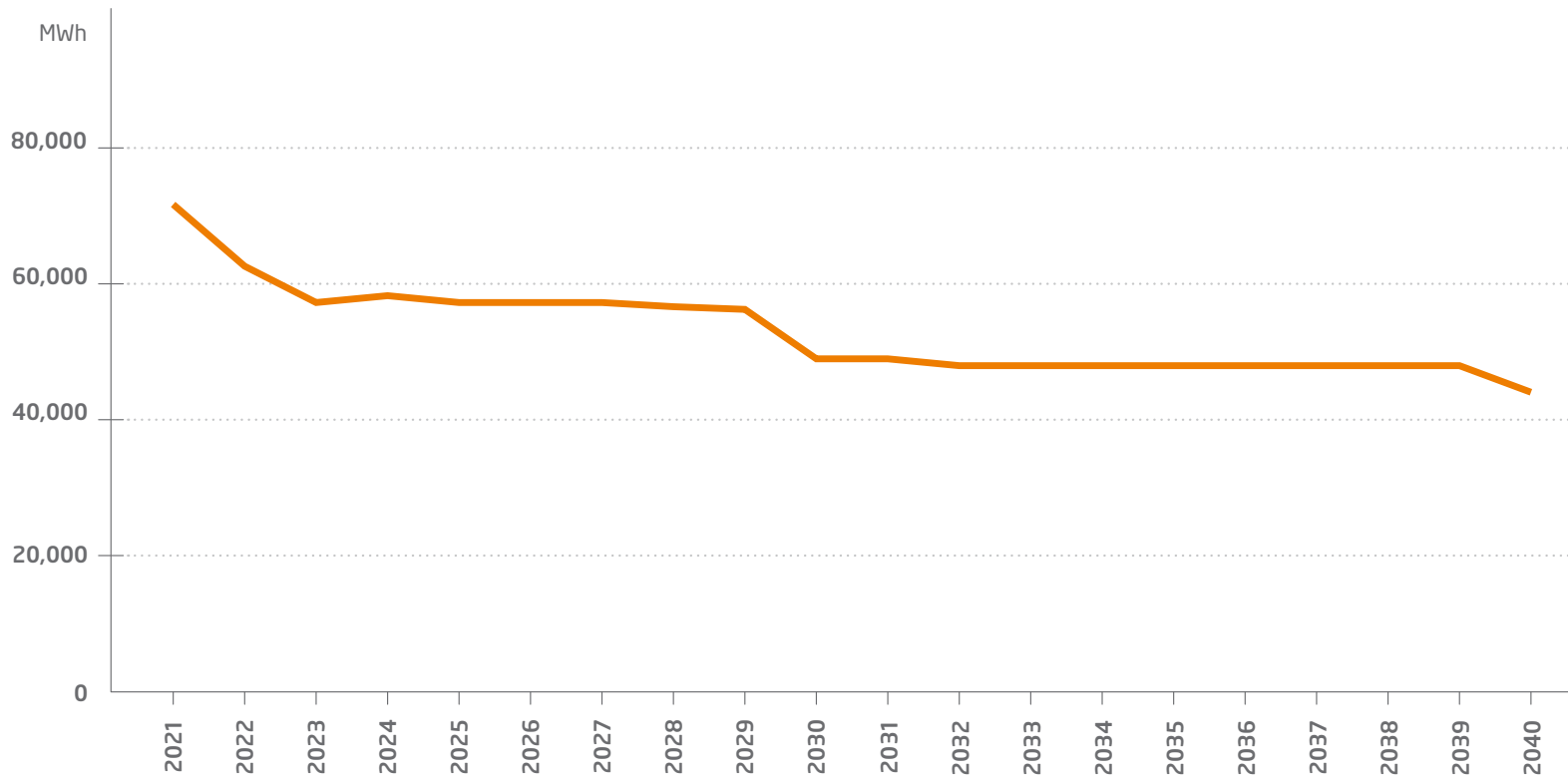
Trends and Forecast for Electricity Consumption from 2021 to 2040



* The increase in electricity consumption is primarily driven by the expected growth in passenger numbers and the expansion of terminal capacity. The rising electricity demand is expected to be covered by the purchase of renewable electricity (supported by guarantees of origin), reaching up to 100% by 2030, as well as by the increasing share of on-site generation from photovoltaic installations.



Trends and Forecast for Gas Consumption from 2021 to 2040



Energy Efficiency Measures

Energy efficiency is a key area of measures to reduce greenhouse gas emissions within Scope 1 and Scope 2. Measures include both operational optimisations and investment projects and are regularly discussed at Energy Board meetings. They focus in particular on reducing energy consumption, increasing energy efficiency, strengthening energy self-sufficiency and developing the use of renewable energy sources.

Key measures include, for example:

- Replacement of lighting with LED technologies
- Replacement of boilers with more energy-efficient and modern sources
- Use of combined heat and power generation
- Optimisation of measurement, control and regulation systems
- Building renovation, including insulation of building envelopes and window replacement
- Use of heat pumps
- Installation of solar thermal panels for water heating

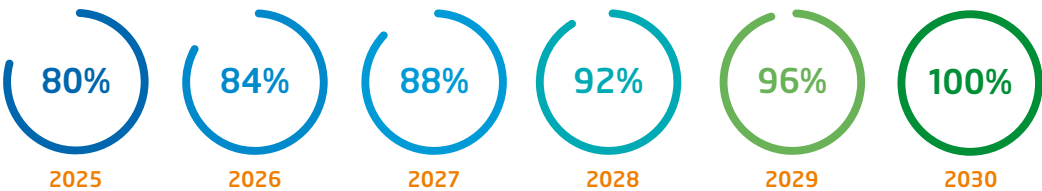


Energy management

Prague Airport has long focused on reducing greenhouse gas emissions through increasing energy efficiency, gradually electrifying operations and increasing the share of electricity from renewable sources. Energy management is coordinated through the Energy Board, which identifies opportunities for energy savings, evaluates their benefits and proposes the implementation of specific operational measures at the airport.

Since 2019, Prague Airport has purchased electricity from renewable sources documented through guarantees of origin. In 2022, a long-term target was set to gradually increase the share of electricity secured in this manner with the aim of achieving full coverage of electricity consumption by 2030. This target is being met through a combination of Prague Airport’s own electricity generation from photovoltaic power plants and the purchase of electricity from renewable sources documented by guarantees of origin. In 2025, the share of electricity secured in this manner amounted to 80% of Prague Airport’s total electricity consumption.

Minimal Share of Electricity from Renewable Commitment until 2030



The development of Prague Airport’s own electricity generation is also part of the transition to low-emission energy. The first photovoltaic power plant was commissioned in 2023 on the roof of Terminal 3, with the electricity generated being directly used in terminal operations and covering approximately half of its consumption over the long term. In 2025, the installation of another photovoltaic power plant on the parking building was completed, increasing the share of Prague Airport’s own electricity generation from renewable sources. Based on studies assessing the potential of photovoltaic power plants in the airport area, further projects and feasibility studies are being prepared on an ongoing basis.

In addition to electricity, Prague Airport is also focusing on decarbonising heat supply. Heat pumps are a promising solution and are being considered as a replacement for fossil heating sources, particularly in the SOUTH area. Their development is assessed with regard to the availability of electricity from renewable sources and the technical, operational and economic conditions of individual buildings.

Another area under review is the use of hydrogen technologies. In 2024, a study was prepared to assess the potential use of hydrogen in the Prague Airport area, particularly for ground mobility, energy and other applications. The outputs of this study serve as input for further decision-making on the development of low-emission energy solutions in the long term.



Electromobility

The development of electromobility is one of the key tools for reducing greenhouse gas emissions from Prague Airport's ground operations. This approach includes the gradual renewal of the vehicle fleet towards zero-emission and low-emission vehicles across the categories of company benefit vehicles, pool vehicles and operational vehicles, including selected airport equipment. At the same time, appropriate infrastructure for charging electric vehicles is being developed and conditions are being created for their efficient operation within the airport area. Prague Airport also promotes the use of low-emission vehicles through incentive measures for external partners, including taxi operators.

The Prague Airport Group currently operates approximately 356 vehicles (buses, cobuses, lorries, utility vehicles and passenger vehicles) for which gradual replacement with alternative drives is realistically possible from an operational perspective. As of 2025, a total of 123 zero-emission and low-emission vehicles, mainly electric and plug-in hybrid vehicles, were included in the fleet. This represents approximately 35% of the total number of vehicles for which an alternative drive can be applied.

The gradual renewal of the vehicle fleet takes place with regard to the availability of suitable technical solutions on the market, airport operational requirements and economic efficiency. In 2024, 47 zero-emission and low-emission vehicles were acquired, followed by another 31 vehicles of this type in 2025. The objective is to further increase their share and reach approximately 60% zero-emission and low-emission vehicles in the relevant part of the fleet by 2030.

Particular attention is paid to the gradual electrification of heavier vehicle categories and special airport equipment. Where zero-emission or low-emission solutions meeting the technical, safety and operational requirements of airport operations are available, their share is expected to increase further. In the long term, by 2050, the aim is to reach approximately 90% zero-emission and low-emission vehicles in areas where technological development allows this.

A separate area is the renewal of public transport vehicles within the airport area. By 2030, all buses are planned to be replaced with electric vehicles, followed by the gradual renewal of cobuses by 2033. This step contributes to reducing emissions from airport transport operations and improving air quality within the airport area.



2025

35% zero-emission and low-emission vehicles

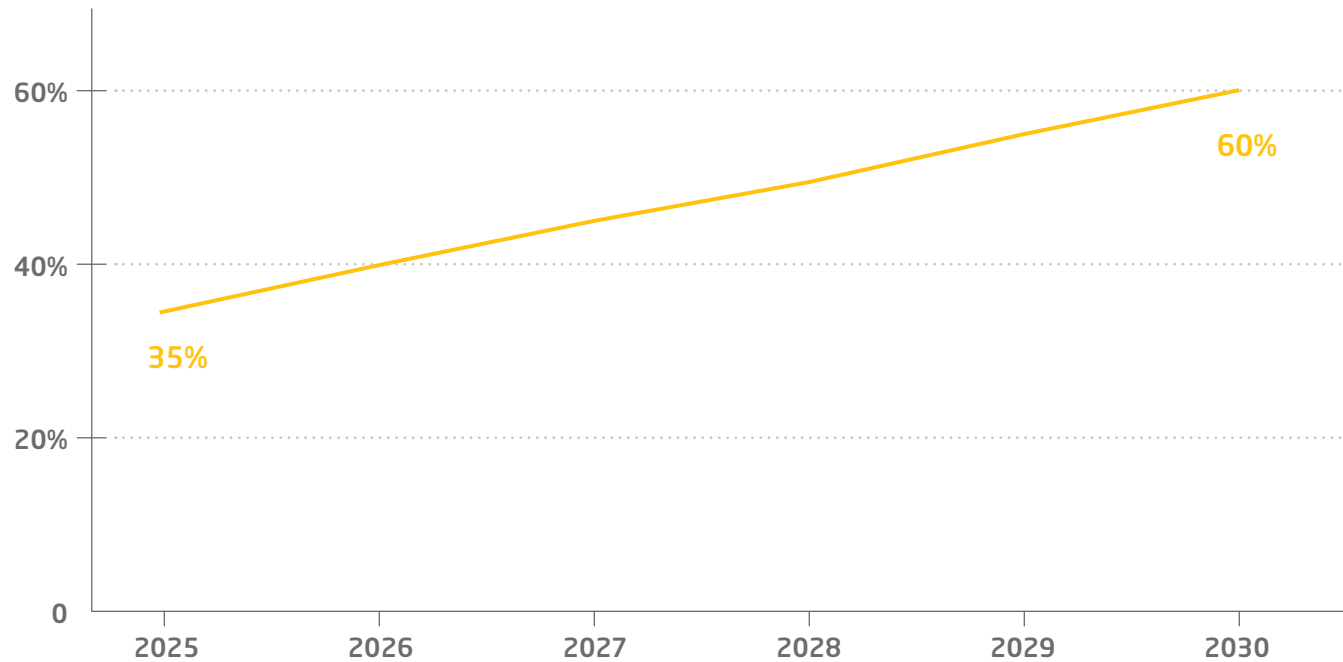
2030

60% zero-emission and low-emission vehicles



Trends in the Share of Zero-Emission and Low-Emission Vehicles

2030: approximately 60% zero-emission and low-emission vehicles



Expected Scope 3 Emissions Development and the Role of SAF

Scope 3 emissions represent third-party emissions that are not directly under Prague Airport's operational control. The largest share of these emissions consists of aircraft emissions. Until 2025, emissions from the LTO cycle (Landing and Take-Off), a concept defined by the International Civil Aviation Organization (ICAO), were included in this category. From 2025, however, emissions from the entire flight are included in accordance with the conditions of the ACA programme.

One of the long-term trends in reducing aviation emissions is the development of aircraft with lower CO₂e emissions and higher energy efficiency. This development includes, in particular, the use of lighter construction materials, optimisation of aerodynamics and improvements to propulsion units. The introduction of modern technologies in air traffic management, which enable more efficient use of flight routes and operational procedures, also contributes to reducing emissions.

Another significant area in terms of emissions reductions is the development of sustainable aviation fuels (SAF), including synthetic aviation fuels. The term SAF covers a broader range of fuels produced from sustainable sources with a lower carbon footprint, including advanced biofuels and

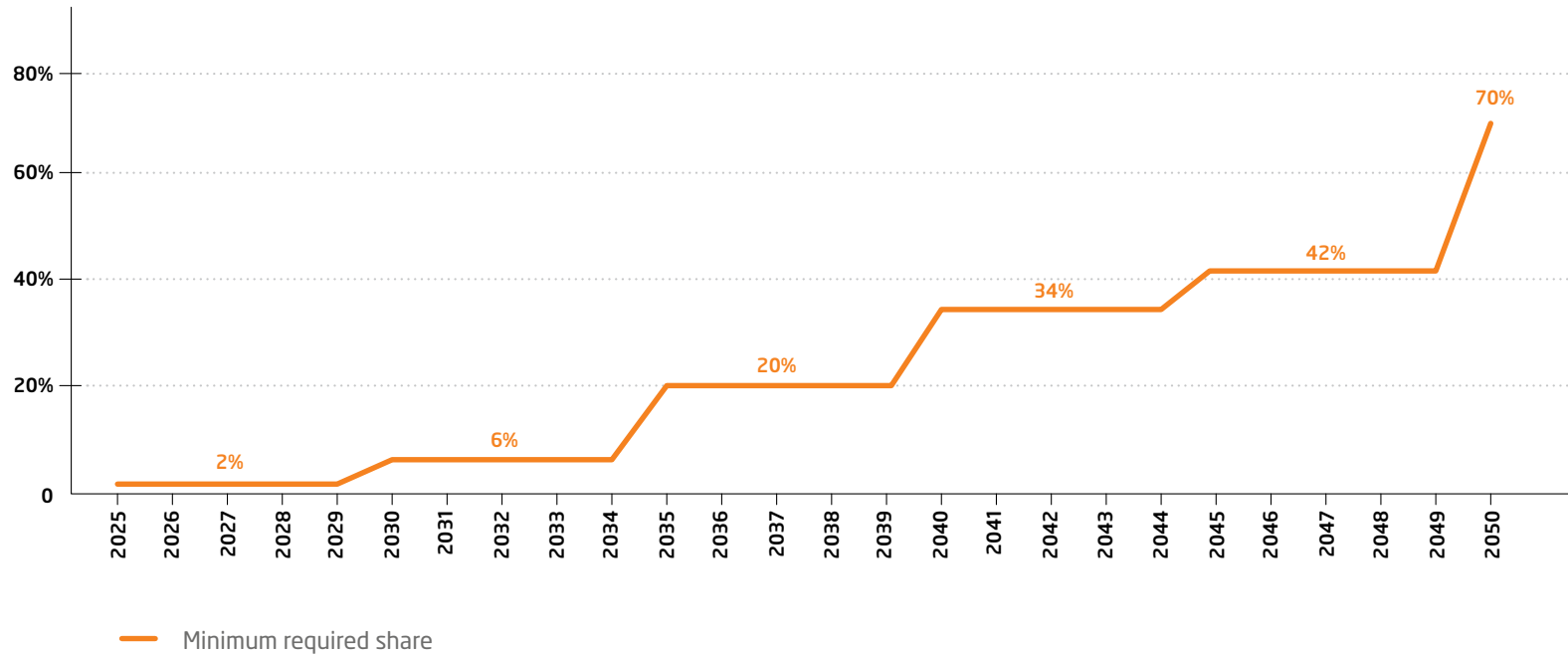
synthetic fuels. Synthetic aviation fuels are produced through chemical processes from various input sources, such as biomass, waste materials or electricity from renewable sources.

Compared to conventional fossil fuels, SAF and synthetic fuels can contribute to reducing greenhouse gas emissions and other pollutants and represent one of the important tools for mitigating the climate impacts of air transport.

In this area, Prague Airport acts as the owner and operator of the infrastructure for the supply of aviation fuels, not as the owner of the fuels themselves. Nevertheless, through the setting of conditions and incentive tools, Prague Airport can support air carriers in the use of sustainable aviation fuels and thus indirectly contribute to reducing Scope 3 emissions.



Minimum Required Share of SAF in Aviation Fuel



Cooperation with Stakeholders in the Area of Decarbonisation

Stakeholder engagement has long been addressed conceptually within the Company through the Airport Carbon Accreditation programme and the certified environmental management system pursuant to ISO 14001. Cooperation with stakeholders is an important element of Prague Airport's approach to decarbonisation, particularly in areas that go beyond the Company's direct operational control, but where it can exercise its influence through cooperation and information sharing.

Key Stakeholders in Terms of Decarbonisation



Air Carriers



Handling Companies



Prague Airport Subsidiaries



Tenants



Major Suppliers



ROPID (Regional Organiser of Prague Integrated Transport)



Local Communities

From the perspective of reducing greenhouse gas emissions, Prague Airport cooperates with key partners and supports their efforts to introduce savings measures and a responsible approach to climate protection. Under the Airport Carbon Accreditation programme, partners are involved in activities aimed at reducing CO₂e emissions through knowledge sharing, coordination of measures and support for the gradual implementation of low-emission solutions.



Examples of Implemented Measures Contributing to Scope 3 Emissions Reduction

- **A-CDM (Airport Collaborative Decision Making)** – an airport operations management concept based on high-quality information exchange and effective cooperation among all stakeholders, contributing to increased efficiency and emissions reductions.
- **Restrictions on the use of APUs (Auxiliary Power Units)** – support for connecting aircraft to airport power supply instead of using auxiliary power units.
- **Provision of electricity documented by guarantees of origin to partners** – Prague Airport ensures the purchase of electricity from renewable sources documented by guarantees of origin and enables its use by other companies operating within the airport area.
- **WheelTug** – Prague Airport joined as a partner in supporting the development of technology enabling aircraft to taxi using onboard electric motors and provided facilities for its testing.
- **Assessment of airlines in terms of environmental performance (“Airline with the Best Environmental Performance”)** – Prague Airport uses incentive tools, including noise and emission charges and assessment initiatives, to support the deployment of modern aircraft. The assessment is based on criteria relating to noise, emissions from aircraft operating at Václav Havel Airport Prague, and carriers’ approach to sustainability, including their commitments and activities in this area.
- **Responsible public procurement** – As part of the implementation of responsible public procurement principles, mechanisms have been introduced to transfer requirements relating to ethics and sustainability to business partners – suppliers and, since 2024, also revenue contracts. Accession to the Code of Ethics for Business Partners is a basic requirement for most contractual relationships, with specific requirements relating to suppliers or the subject of performance further defined for selected contracts.
- **Electrification of bus route 119 to the airport** – Prague Airport cooperated on the introduction of an electrified connection between Nádraží Veleslavín and the airport. Approximately 11.5 km of overhead lines were built in the section between Nádraží Veleslavín and Terminal 3 to ensure trolleybus operation. Between Terminal 3 and the airport terminals, vehicles use battery power recharged at the turning points at Václav Havel Airport Prague and Nádraží Veleslavín through charging infrastructure.
- **Conditions for taxi service operation** – during the selection of the taxi service provider, the approach to environmental protection was taken into account, including a commitment to gradually increase the share of electric vehicles in the airport taxi fleet; in the last year of the contract, at least every tenth ride is to be provided by an electric vehicle.
- **Employee carpooling project (Spolujízda)** – an incentive programme supporting shared commuting by employees through a points system and financial rewards when defined conditions are met.



- **Introduction of an emissions charge (from the 2025 summer season)** - an economic tool motivating carriers to deploy aircraft with lower NO_x emissions; revenues from this charge are used for measures to improve air quality and monitor emissions.
- **Prague Airport Cargo Point** - an initiative aimed at more efficient use of cargo capacity in the belly hold of aircraft on scheduled routes, particularly long-haul flights, with the objective of optimising logistics chains and reducing the need for additional road transport.
- **Involvement in the CBSD/WBCSD platform** - Prague Airport is a member of the Czech Business Council for Sustainable Development (CBSD), which brings together leading Czech companies across sectors and supports the application of sustainable development principles in business. CBSD is the national branch of the World Business Council for Sustainable Development (WBCSD), a global private-sector platform focused on sustainability.



Future Risks Associated with Decarbonisation

Physical climate risks were identified on the basis of available data, including data from the klimatickazmena.cz portal. For Prague Airport, the relevant risks were assessed to include, in particular, risks associated with temperature stress, changes in precipitation distribution and an increased occurrence of extreme weather events.

The main identified risks include, in particular, increased cooling demand in buildings with the associated increase in electricity consumption, increased fuel consumption during the LTO cycle at higher temperatures and lower air density, increased runoff of wastewater from paved airport areas with a possible impact on greenhouse gas emissions during its treatment, changes in take-off and landing procedures as a result of extreme weather conditions, and indirect impacts associated with the risk of long-term drought.

In 2026, a study is expected to be prepared to assess the impacts of climate risks on the Prague Airport Group. The aim of the study is to systematically identify and assess physical and transition climate risks. The outputs of this study are intended to serve as a basis for the further elaboration of risks, adaptation measures and opportunities as part of the preparation of the transition plan.



Additional Planned Steps

The Decarbonisation Plan will be continuously updated with regard to developments in legislative and regulatory requirements in the area of sustainability, particularly in connection with the CSRD, ESRS and EU Taxonomy frameworks. On this basis, a transition plan is expected to be prepared, serving to systematically manage the transition to a low-carbon economy and fulfil the related disclosure requirements. The first publication of the non-financial report is expected in 2028 and will include data for the 2027 financial year.

The financial impacts of key decarbonisation scenarios are to be assessed as part of the forthcoming transition plan, in cooperation with financial planning and risk management.

Offsetting

Prague Airport approaches the use of carbon offsets in line with the principles of the Airport Carbon Accreditation programme as a complementary tool to be considered only after achieving the maximum possible reduction of its own Scope 1 and Scope 2 greenhouse gas emissions. Offsets are intended to compensate for residual emissions that cannot be eliminated within the relevant time horizon through technically and economically feasible decarbonisation measures and are not perceived as a substitute for systematic emissions reductions.

Based on an analysis of the carbon offset market, Prague Airport takes into account current developments in the voluntary market, in particular the shift towards a preference for high-quality carbon credits with demonstrable integrity ("flight to quality"). If offsets are used, criteria based on the requirements of the Airport Carbon Accreditation programme and recognised carbon credit frameworks will be applied, with particular emphasis on additionality, transparency, verifiability, prevention of double counting and proper retirement of credits in the relevant registries.

When selecting offset projects, Prague Airport will take into account the distinction between projects focused on reducing emissions and projects focused on removing emissions, with preference given to projects with long-term and verifiable climate benefits. Related risks will also be assessed, including the geographical location of projects, reputational aspects and potential social and environmental impacts, including risks associated with the non-permanence of stored carbon.

The specific approach to the use of offsets, including portfolio structure, timing of purchases and links to long-term climate targets, will be further elaborated as part of the preparation of the transition plan.





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You can find more information about Prague Airport's overall approach to ESG on the Company's website www.prg.aero/esg