ÇELEBİ GROUND HANDLING Inc.

TSRS COMPLIANT SUSTAINABILITY REPORT

2024

KPMG Bağımsız Denetim ve
Serbest Muhasebeci Mali Müşavirlik A.Ş.
İş Kuleleri Kule 3 Kat:2-9
Levent 34330 İstanbul
Tel +90 212 316 6000
Fax +90 212 316 6060
www.kpmg.com.tr

INDEPENDENT AUDITOR'S LIMITED ASSURANCE REPORT ON THE INFORMATION PRESENTED BY ÇELEBİ GROUND HANDLING INC. IN ACCORDANCE WITH THE TURKISH SUSTAINABILITY REPORTING STANDARDS

To the General Assembly of Çelebi Ground Handling Inc.(Çelebi Hava Servisi A.Ş.)

We were engaged by Çelebi Ground Handling Inc. ("the Group") to provide limited assurance on the information ("Sustainability Information") presented in the TSRS-Compliant sustainability report for the year ended 31 December 2024 has been prepared in accordance with TSRS 1 General Requirements for Disclosure of Sustainability Related Financial Information and TSRS 2 Climate-related Disclosures (collectively referred to as "TSRS"), as published by the Public Oversight Accounting and Auditing Standards Authority ("POA").

Our assurance engagement does not cover any information other than the Sustainability Information provided in the website links included in the TSRS Compliant Sustainability Report.

Limited Assurance Conclusion

Based on the procedures performed and the evidence obtained, as summarized under the heading "Summary of Work Performed as a Basis for the Assurance Conclusion," nothing has come to our attention that causes us to believe that the Group's Sustainability Information for the year ended 31 December 2024 has not been prepared, in all material respects, in accordance with the TSRS.

Emphasis of Matters

In the About the Report section of the TSRS-Compliant sustainability report, in its first annual reporting period in which the Group has applied the TSRS, the Group has disclosed only information related to climate-related risks and opportunities in accordance with TSRS 1, and information for the previous period has not been presented as comparative information. However, our conclusion is not modified in respect of this matter.

In the About the Report section of the TSRS-Compliant sustainability report, the Group has utilized the exemption from disclosing Scope 3 greenhouse gas emissions, which is valid for the first two years, in accordance with Provisional Article 3 of the Board Decision on the Scope of Application of the Turkish Sustainability Reporting Standards (TSRS) published in the Official Gazette dated 29 December 2023 and numbered 32414. Therefore, as the accompanying TSRS-Compliant sustainability report is the Group's first TSRS-Compliant sustainability report prepared in accordance with the TSRS, Scope 3 greenhouse gas emissions have not been disclosed. However, our conclusion is not modified in respect of this matter.

Inherent limitations in the preparation of the Sustainability Information

Sustainability Information contains climate-related scenario-based information that is subject to inherent uncertainty due to incomplete scientific and economic knowledge regarding the likelihood, timing, or effects of possible future physical and transitional climate-related events.

In addition, the quantification of greenhouse gases is also subject to inherent uncertainty due to the lack of sufficient scientific knowledge required to determine the values used for emission factors and to combine different gas emissions.

Responsibilities of Management and Those Charged with Governance for the Sustainability Information

The Group's management is responsible for the following:

• The design, implementation, and maintenance of internal control as deemed necessary to ensure that the Sustainability Information is prepared free from material misstatement, whether due to fraud or error;

• The preparation of the Sustainability Information in accordance with the TSRS;

• Additionally, the Group's management is also responsible for selecting and applying appropriate sustainability reporting methods, as well as making reasonable assumptions and estimates that are appropriate to the circumstances.

Those charged with governance are responsible for overseeing the Group's sustainability reporting process.

Auditor's Responsibilities for the Limited Assurance Engagement on the Sustainability Information

We are responsible for the following:

• To plan and perform the engagement to obtain limited assurance about whether the Sustainability Information contains material misstatements, whether due to fraud or error.

• To reach an independent conclusion based on the evidence obtained and the procedures performed; and

• To communicate our conclusion to the Group management.

As we are responsible for expressing an independent conclusion on the Sustainability Information prepared by management, we are not permitted to be involved in the preparation of the Sustainability Information, as such involvement could compromise our independence.

Application of Professional Standards

Our limited assurance engagement was conducted in accordance with Assurance Engagement Standard 3000 "Assurance Engagements Other than Audits or Reviews of Historical Financial Information" and Assurance Engagement Standard 3410 "Assurance Engagements on Greenhouse Gas Statements" as issued by the Public Oversight, Accounting and Auditing Standards Authority ("POA"). Our responsibilities under these assurance standards are described in detail in the *Auditor's Responsibilities for the Limited Assurance Engagement on the Sustainability Information* section of our report.

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

Independence and Quality Management

We have complied with the independence requirements and other ethical provisions of the Code of Ethics for Independent Auditors (including Independence Standards) issued by POA, which is built upon the fundamental principles of integrity, objectivity, professional competence and due care, confidentiality, and professional behavior.

KPMG is responsible for implementing the provisions of Standard on Quality Management 1 ("SoQM 1") *Quality Management for Firms that Perform Audits or Reviews of Financial Statements, or Other Assurance or Related Services Engagements*, and for maintaining a comprehensive quality management system, including written policies and procedures regarding compliance with ethical requirements, professional standards, and applicable legal and regulatory requirements.

Summary of Work Performed as a Basis for the Assurance Conclusion

We are required to plan and perform our work to address areas where we have identified a higher risk of material misstatement in the Sustainability Information. The procedures we apply are based on our professional judgment. In conducting our limited assurance engagement on the Sustainability Information:

• Interviews were conducted with key senior personnel of the Group to understand the processes in place for obtaining the Sustainability Information for the reporting period;

• Interviews were conducted with those responsible for the Sustainability Information.

• The Group's internal documentation was used to evaluate and review the sustainability-related information..

• An evaluation of the disclosure and presentation of the sustainability-related information was performed.

• Through inquiries, an understanding was obtained regarding the Group's control environment and information systems related to the preparation of the Sustainability Information. However, the design of specific control activities was not evaluated, no evidence was obtained regarding their implementation, and their operating effectiveness was not tested.

• The accuracy of the Sustainability Information was tested, on a sample basis, by comparing it with the Group's supporting documentation.

• The appropriateness of the Group's estimation methodologies and their consistent application were evaluated. However, our procedures did not include testing the data on which the estimates are based or developing our own estimates to assess those made by the Group's.

• The selection of quantification methodologies and reporting policies for greenhouse gases was evaluated.

The procedures performed in a limited assurance engagement vary in nature and timing from, and are less in extent than for, a reasonable assurance engagement. Consequently, the level of assurance obtained in a limited assurance engagement is substantially lower than the assurance that would have been obtained had a reasonable assurance engagement been performed.

Şirin Soysal, SMMM
Partner

October 1, 2025
Istanbul, Türkiye

Index

1. About The Report

Çelebi Ground Handling Inc. (Çelebi Hava Servisi A.Ş.) and its subsidiaries ("the Group" or "ÇGH") are subject to the obligation of publishing a sustainability report in compliance with the Turkish Sustainability Reporting Standards (TSRS), which entered into force as of 1 January 2024, following its publication in the Official Gazette dated 29 December 2023 and numbered 32414(M). As the Group is subject to the regulation and supervision of the Capital Markets Board of Türkiye, this requirement applies.

This report, based on the financial reporting period of 1 January – 31 December 2024, has been prepared in accordance with TSRS 1 (General Requirements for Disclosure of Sustainability-Related Financial Information) and TSRS 2 (Climate-Related Disclosures) as per the resolution of the Public Oversight Authority dated 27 December 2023. The climate-related data presented in this report covers all subsidiaries of the Group, which operates ground handling and cargo warehouse services in six countries, including Türkiye where its headquarters are located. In line with its vision of integrating its core business strategy of ground handling and cargo-warehouse services with the principles of combating climate change, ÇGH aims to provide reliable information by supporting its commitment to transparency.

During the first annual reporting period of applying TSRS Standards, the Group has made use of certain transitional exemptions permitted. Pursuant to Articles E3, E4, E5, and E6 of TSRS 1 and Articles C3, C4, and C5 of TSRS 2, the Group's practices are as follows:

- In accordance with the transitional exemption set out in TSRS 1 E4(a), the Group is entitled to present this report together with its interim financial report. However, following the Capital Markets Board's decision dated 5 August 2025, the submission deadline for TSRS reports was extended to 31 October. Accordingly, ÇGH publishes this report subsequent to its interim financial report.
- As the standards do not require disclosures or comparative information for periods prior to the initial application date, the Group only presents performance metrics for 2024 in this report. Therefore, in line with the transitional exemptions in TSRS 1 E3 and TSRS 2 C3, no sustainability- or climate-related financial disclosures pertaining to previous years are included.
- In the first annual reporting period, companies are permitted to disclose only climate-related risks and opportunities under TSRS 2, and to apply the provisions of TSRS 1 solely to such climate-related matters (TSRS 1 E5). Accordingly, this report focuses exclusively on climate-related risks and opportunities. Nevertheless, information regarding governance, strategy, and risk management is presented in a way that covers all sustainability issues, including climate.
- Pursuant to the transitional provision under the Public Oversight Authority's resolution dated 27 December 2023, Scope 3 greenhouse gas emissions are not required to be disclosed for the first two years. Within this exemption, the report published in 2025 does not include Scope 3 emissions.
- Under TSRS 2 C4, if a company had previously used a methodology other than the Greenhouse Gas (GHG) Protocol: Corporate Accounting and Reporting Standard (2004) to calculate its emissions immediately prior to the initial application of the standard, it is permitted to continue using the alternative methodology. However, as ÇGH has calculated its Scope 1 and Scope 2 emissions for 2024 in accordance with the GHG Protocol, this exemption is not applicable.

This report comprehensively covers the Group's sustainability and climate-related governance structure, strategy, risk and opportunity identification and management processes, performance metrics, and targets. In addition to the section "About Çelebi Ground Handling Inc." introducing the Group and its shareholding structure, the report is framed under the headings "Governance," "Strategy," "Risk Management," and "Metrics and Targets," representing the core content of the TSRS Standards.

In addition to complying with the TSRS Standards, the report also refers to the International Sustainability Standards Board (ISSB)'s Sustainability Accounting Standards Board (SASB) Standards. Accordingly, guidance has been drawn from "Volume 60 – Air Freight and Logistics," part of the TSRS 2 Industry-Specific Application Guidance. Derived from SASB Standards maintained by the ISSB, this volume proposes various approaches to the application of disclosure requirements under TSRS 2 for companies providing air freight, postal and courier services, and logistics. After due consideration, ÇGH has concluded that not all disclosure topics and metrics included in this volume are directly relevant to its core business activities of ground handling and cargo-warehouse services. Information is therefore provided only on those metrics applicable to its operations. References to several of these sector-specific disclosure topics and metrics are included in Section 6 (Metrics and Targets) of this report.

2. About Çelebi Ground Handling Inc.

2.1. Group Activity Area and Shareholding Structure

Çelebi Ground Handling (ÇGH) has been operating since 1958 and holds the distinction of being the first private ground handling company in Turkish aviation. With 16,500 employees across Türkiye, Germany, Hungary, India, Indonesia, and Tanzania, the Group operates in three continents, six countries, and 70 airports worldwide. ÇGH and its subsidiaries provide ground handling services to over 300 clients for more than 252,000 flights annually and handle over 1 million tons of cargo.

In Türkiye, the Group operates at 32 airports, including Istanbul Airport under the control of İGA Airport Management Inc., Çukurova, Ankara, Antalya, Bingöl, Bodrum, Bursa Yenişehir, Çorlu, Dalaman, Diyarbakır, Erzurum, Istanbul, İzmir, Isparta, Kars, Kayseri, Malatya, Mardin, Samsun, Trabzon, Van, Denizli, Hatay, Kahramanmaraş, Erzincan, Balıkesir Edremit, Çanakkale, Iğdır, Kocaeli, Hakkari, Uşak, Rize-Artvin under the Directorate General of State Airports Authority ("DHMİ"), and Istanbul Sabiha Gökçen under Airport Operations and Aviation Industries Inc. ("HEAŞ"). Between January and December 2024, the Group served 116,007 flights in Türkiye.

The geographic regions of the Group's subsidiaries included in consolidation and the Group's effective ownership percentages in 2024 are as follows. Subsidiaries' participations are presented under the respective subsidiary.

Table 1. Subsidiaries

Subsidiary Name	Region of Operation	Effective Ownership Ratio in 2024
Celebi Delhi Cargo Terminal Management India Private Limited ("Celebi Delhi Cargo")[1]	**India**	**%74**
Celebi Nas Airport Services India Private Limited ("Celebi Nas")[1]	**India**	**%59**
Celebi Airport Services India Private Limited ("CASI")[1]	**India**	**%99,9**
Celebi GH India Private Limited ("CGHI")[1]	*India*	*%60,98*
Celebi GS Chennai Private Limited ("CGSC")[1]	*India*	*%100*
Delhi Aviation Services Pvt. Ltd.[2]	*India*	*%25*
KSU Aviation Private Limited ("KSU")	**India**	**%58,7**
Çelebi Kargo Depolama ve Dağıtım Hizmetleri Anonim Şirketi ("Celebi Kargo")	**Türkiye**	**%99,9**
Celebi Cargo GMBH	*Germany*	*%100*
Celebi Ground Handling Hungary ("CGHH")	**Hungary**	**%100**
Celebi Tanzania Aviation Services Limited ("Celebi Tanzania")	**Tanzania**	**%65**
PT. Prathita Titiannusantara ("PTN")	**Indonesia**	**%99**
PT. Celebi Aviation Indonesia ("CAI")	**Indonesia**	**%99**

[1] Developments Related to Operations in India:
Ground handling and warehouse air cargo activities conducted by the Group through its subsidiaries in India were suspended following the unilateral and allegedly unfounded cancellation of security clearances by the Bureau of Civil Aviation Security (BCAS) of India on May 15, 2025. These security clearances are mandatory to operate at Indian airports. As a result, the relevant subsidiaries could not continue operations, and activities were halted from the same date.
The Company initiated legal proceedings with Indian authorities regarding the cancellation of security clearances, which are ongoing. The financial effects of the halted operations were assessed in the Company's consolidated financial statements under Turkish Financial Reporting Standards (TFRS), and the necessary accounting entries were made. As of the end of April, the financial results of the Indian subsidiaries were included in consolidation; subsequent period financial data were accounted for under "discontinued operations." Although operations are currently suspended, developments continue to be publicly disclosed due to ongoing uncertainties and legal proceedings. Consequently, Indian operations were excluded from the assessment of climate- and sustainability-related risks and opportunities projected for the Group. The scenario analysis projections for physical risks also do not include business activities of the Indian subsidiaries. However, as shared in the Metrics and Targets section of the report, Scope 1 and Scope 2 emissions for 2024 include consolidated data from Indian operations.

[2] Delhi Aviation Services Pvt. Ltd. was excluded from consolidation in this report as its operations ceased in 2022.

ÇGH is registered with the Capital Markets Board, and its shares have been traded on Borsa Istanbul since November 18, 1996. The registered address is Çelebi Ground Handling Inc., Tayakadın Neighborhood, Nuri Demirağ Street Building No: 39, Arnavutköy-Istanbul. The corporate website is www.celebiaviation.com, and the investor relations website is www.celebiyatirimci.com.

2.2. Business Model and Value Chain

In preparing climate-related financial disclosures, ÇGH assessed the value chain of all its subsidiaries, including both their direct operations and upstream and downstream activities across different continents. Accordingly, each climate-related risk and opportunity expected to materially affect the Group was evaluated based on geographic location and operational area.

The Group collaborates with product suppliers providing equipment, machinery, vehicles, fuel, etc.; service providers supplying personnel transportation, security, maintenance, repairs, etc.; and various authorities and organizations, including airport and terminal operators. Airlines and passengers using ground services and cargo/shipping customersusing warehouse services are key stakeholders for the continuity of the Group's operations. Therefore, many activities, resources, and stakeholders are involved in both upstream and downstream stages of the Group's value chain. The table below presents the Group's upstream and downstream value chain relationships and a location-based view of its direct operations:

Table 2. ÇGH Value Chain[3]

		Description and Definition	Geographical Location
Upstream Value Chain	**Product Suppliers**	IT, Software Services	Türkiye, India, Hungary, Germany
		Operational vehicles (GSE)	Türkiye, India, Hungary, Germany, China, France, United States of America, Spain
		Operation, Deicing fluid	Belgium, Germany
		Operation, Bulk or retail fuel	Türkiye, India, Hungary, Germany, Indonesia, Tanzania
		Facility support machinery	Türkiye, India, Hungary, Germany, Indonesia
		Operational or technical machinery	Türkiye, India, Hungary, Germany
		Equipment spare parts	Türkiye, India, Hungary, Germany
		Technical oil (for equipment)	Türkiye, India, Hungary, Germany, Tanzania
		Equipment (GSE) tires	Türkiye, India, Hungary, Germany, Tanzania
		Operational staff uniforms, Personal protective equipment (PPE)	Türkiye, India, Germany
		Aircraft cleaning materials	Türkiye, India, Hungary, Germany, Indonesia, Tanzania

[3] In accordance with TSRS 2 9(b), 13(b), and TSRS 2 22(b)(7), the Group's assessment of where climate-related risks and opportunities are concentrated within its value chain, as well as the scope of operations (regions and business activities) considered in the scenario analysis, has been conducted based on the value chain stakeholders and business activities presented in this Table.

Upstream Value Chain (continue)		Consumables	Türkiye, India, Hungary, Germany, Indonesia, Tanzania
		Administrative vehicles	Türkiye, India, Hungary, Germany, Indonesia, Tanzania, China, France
		Cargo transport fixed assets (decks, conveyors, etc.)	Türkiye, India, Hungary, Germany
		Security equipment (x-rays, etc.)	United States of America, China, Germany
		Cargo storage racks	Türkiye, India, Hungary, Germany
		Cargo handling and storage systems and cranes (ETV, storage racks, etc.)	Germany, Türkiye, India, Hungary
		Procurement of electricity, water, and natural gas for facility heating and cooling (from airport operators/landlords)	Türkiye, India, Hungary, Germany, Indonesia, Tanzania
	Service Suppliers	E-services, Information technologies, General	Türkiye, India, Germany, Hungary
		Telecommunications	Türkiye, India, Germany, Hungary, Indonesia, Tanzania
		Security services	Türkiye, Hungary, Germany, India-Delhi
		Operational and personnel rental vehicles	Türkiye, India, Germany, Hungary, Indonesia, Tanzania
		Leased operational workforce; Personnel employment	Türkiye, India, Germany, Hungary
		Health and safety services	Türkiye, India, Germany, Hungary
		Technical, maintenance and repair of vehicles and equipments	Türkiye, India, Germany, Hungary
		Facility cleaning services	Türkiye, India, Germany, Hungary
		Facility mechanical asset maintenance services	Türkiye, India, Germany, Hungary
		Personnel transportation	Türkiye, India
		Waste and scrap disposal	Türkiye, India, Germany, Hungary, Indonesia, Tanzania
		Drinking water for facility	Türkiye, India, Germany, Hungary, Indonesia, Tanzania
		Employee training	Türkiye, India, Germany, Hungary, Indonesia, Tanzania
		Outsourced consultancy, certification	Türkiye, India, Germany, Hungary, Indonesia, Tanzania
		Catering and food services for employees	Türkiye
	Authorities	Civil Aviation Authority	Türkiye, Tanzania, India, Hungary, Indonesia, Germany
		Airport operator	Türkiye, Tanzania, India, Hungary, Indonesia, Germany
		Terminal operator	Türkiye, Tanzania, India, Hungary, Indonesia, Germany
		Local airport administrations	Türkiye, Tanzania, India, Hungary, Indonesia, Germany
		Ministries and other official institutions	Türkiye, Tanzania, India, Hungary, Indonesia, Germany

		International Air Transport Association (IATA)	Türkiye, Tanzania, India, Hungary, Indonesia, Germany
Direct Operations	**Ground Handling Services** ***Share in Revenue: %78,06***	Ramp services (loading and unloading of aircraft, cabin cleaning, passenger and baggage transfer between aircraft and terminal, baggage sorting, push-back and headset operations, etc.)	Türkiye, Tanzania, India, Hungary, Indonesia
		Aircraft load control and coordination services	Türkiye, Tanzania, India, Hungary, Indonesia
		Passenger Services (check-in, boarding, lost and damaged/mishandled baggage services)	Türkiye, Tanzania, India, Hungary, Indonesia
	Cargo and Warehouse Services ***Share in Revenue: %19,78***	Cargo preparation/handling	Türkiye, Hungary, India, Germany
		Storage	Türkiye, Hungary, India, Germany
		Cargo acceptance and delivery (to forwarding companies or agents)	Türkiye, Hungary, India, Germany
		Cargo documentation	Türkiye, Hungary, India, Germany
	Bridge Operations ***Share in Revenue: %0,94***	Docking and undocking services at passenger boarding bridges (PBB)	Hungary
		Provision of electricity and air conditioning services at passenger bridges	India
	General Aviation ***Share in Revenue: %0,67***	Ground handling services for private flights	Türkiye, Hungary, India, Indonesia
	Lounge Services ***Share in Revenue: %0,20***	Operation of passenger lounges	Türkiye, Hungary
	Platinum Services ***Share in Revenue: %0,35***	Airport assistance and customized service arrangements for private clients.	Türkiye, Hungary
Downstream Value Chain	**Customers**	Airline companies, representative companies operating on behalf of airlines	Türkiye, Tanzania, India, Hungary, Indonesia, Germany
		Companies receiving general aviation services	Türkiye, Hungary, India, Indonesia
		Cargo agents operating on behalf of airlines	Türkiye, Hungary, India, Germany
		Individual customers	Türkiye, Tanzania, India, Hungary, Indonesia, Germany
	Passengers	Passengers	Türkiye, Tanzania, India, Hungary, Indonesia, Germany

ÇGH has assessed the potential impacts of climate change-related risks and opportunities not only on its own operations but also across all relationships and activities within its value chain. In this way, it has identified the geographic regions and types of service areas within the Group's value chain and business model where climate risks and opportunities are most concentrated.

3. Governance

ÇGH has established a governance structure that closely monitors developments related to climate and sustainability, considering the risks and opportunities these developments may create and their potential impact on the Group's financial position and adequacy.

At ÇGH, sustainability and climate-related matters are owned and managed at the highest level by the Board of Directors. The ultimate decision on developing the corporate strategy to respond to climate and sustainability risks and opportunities, planning actions for the identified risks and/or opportunities, and assigning responsibilities rests with the Board of Directors.

The Early Detection of Risk Committee (EDRC), a committee reporting to the Board, is the governance body actively involved in the prioritization of climate and sustainability risks and opportunities and in assessing their financial impacts. The Committee evaluates sustainability and climate-focused risks and opportunities once a year. Additional meetings may be held throughout the year if deemed necessary.

Within Çelebi Aviation Holding (ÇHH) to which ÇGH is affiliated, the Executive Committee (EXCOM) plays an active role in defining and managing the Group's vision and strategies and ensuring that objectives are met. EXCOM, led by the ÇHH Group CEO, consists of the EMEA (Europe, Middle East, Africa) Ground Handling & Cargo President, India & Pacific Cargo & Ground Handling President, Vice President of Human Resources, Vice President of Finance, Vice President of Sales & Marketing, and Chief Legal Counsel. EXCOM is responsible for regularly reviewing and evaluating climate and sustainability-related risks and opportunities, their financial impacts, sustainability targets, and necessary budgets and strategies, as well as providing guidance to the Sustainability Committee and presenting climate-related risks and opportunities to the Early Detection of Risk Committee.

The Group periodically engages external experts to review sustainability and climate-related risks and opportunities, set targets, and ensure that these governance elements are integrated into the company's overall strategy and risk management processes. In addition, the Group closely monitors best practices, regulations, and trends in its sector regarding sustainability and climate matters. EXCOM members, who possess the capability to monitor national and international developments, have experience and competence in strategy and operational management. To expand these skills by incorporating sustainability and climate topics, they participate in international conferences and events such as the International Air Transport Association (IATA) World Cargo Symposium and Ground Handling Conference, as well as the Aviation Services Association's AGS Global Summit, attending panels and sessions on sustainability and climate. This enables the Group to continuously enhance its sustainability competence and strengthen its authority to respond to climate-related risks and opportunities.

The Sustainability Committee is responsible for the initial identification, assessment, and presentation of climate and sustainability issues to EXCOM. The Committee does not report directly to the Board of Directors. It develops strategic recommendations for the identification of sustainability risks and the achievement of sustainability targets and monitors the progress of these strategy-linked targets. To ensure a multidisciplinary perspective, the Committee includes the ÇGH Deputy Sustainability & Environment Manager, ÇHH Procurement & Construction Director, ÇHH Financial Affairs Director, ÇHH Financial Control Manager, ÇHH HR & Academy Director, ÇHH Marketing & Communications Manager, ÇGH Financial Affairs Director, and ÇGH Quality & Safety Manager. The Committee is coordinated by the ÇGH Deputy Sustainability & Environment Manager and can be convened by the Group CEO when needed. Members of the Sustainability Committee have experience and competence in sustainability and climate matters. To enhance effectiveness and stay updated, the Committee Coordinator, serving as the ÇGH Deputy Sustainability & Environment Manager, completed the “Corporate Sustainability Reporting Training” organized by the Integrated Reporting Türkiye Network and approved by the Public Oversight Authority. Additionally, the ÇHH Procurement & Construction Director attended the “Corporate Sustainability Program” by Boğaziçi University Lifelong Learning Center (BUYEM) and the “Circular Economy and Sustainability Strategies” training by Cambridge University to improve strategic thinking skills in sustainability. These training courses contribute to strengthening corporate sustainability practices and effectively fulfilling the company’s environmental and social responsibilities.

Moreover, the ÇGH Sustainability Team coordinates the implementation of sustainability strategies both at the parent company, ÇGH, and at its subsidiaries. It also consolidates ESG data received from subsidiaries. The ÇGH Sustainability Team includes the Deputy Sustainability & Environment Manager, Environmental Engineers, Financial Affairs Director, Deputy Budget & Reporting Manager, Station Managers (IST, TZX, DIY, TEQ), and Quality & Safety Manager.

Furthermore, Sustainability Working Groups exist in all ÇGH subsidiaries to ensure the adoption of governance responsibilities across the Group. These Working Groups operate in alignment with the Group’s sustainability targets, as guided by the Sustainability Committee, and ensure that ESG data and other related requests are responded to and submitted to the ÇGH Sustainability Committee.

In summary, under this multi-layered structure, sustainability and climate-focused activities are proposed, initiated, and coordinated by the Sustainability Committee, including the ÇGH Sustainability Team. Issues first addressed by the Sustainability Committee are presented to EXCOM to represent the entire Group, including subsidiaries. EXCOM evaluates these matters and provides guidance. Based on EXCOM feedback, items posing risks or opportunities are forwarded to the Early Detection of Risk Committee and subsequently submitted to the Board of Directors for final approval.

ÇGH monitors, evaluates, prioritizes, and manages climate-related risks and opportunities in accordance with the defined timeframes and the factors and processes set out in the "ÇGH Risk and Opportunity Assessment Procedure." In this way, climate risks and opportunities are addressed under the same procedure, integrated with the evaluation processes applied to all risks identified by the Group. This procedure also encompasses risks within the scope of quality, environmental, and occupational health and safety management systems. The procedure is periodically reviewed and updated when necessary, by the Quality & Safety Directorate and approved by the General Manager. The Sustainability Committee is responsible for implementing any necessary updates in the assessment process of climate and sustainability risks and opportunities in accordance with this procedure.

Within the framework of the Group's strategy and decisions on responding to risks and opportunities, it will assess, if needed in the future, whether trade-offs can be made. During the reporting period, no trade-off assessment was conducted for climate risks and opportunities. As of 2024, performance metrics linked to climate targets are not included in ÇGH's remuneration policies.

4. Strategy

ÇGH closely monitors not only its own operational areas (ground services and cargo-warehouse services) but also macroeconomic changes, regulatory requirements, and sustainability trends affecting the entire aviation sector. Key factors include general aviation sector issues, regulations under the European Green Deal, the Paris Agreement, and Turkish national legislation, factors influencing energy resource use, technological developments, and climate-related events emerging in the geographic regions where all ÇGH subsidiaries operate. By tracking these developments, ÇGH shapes its strategy to align with the Paris Climate Agreement and contribute to Türkiye's Nationally Determined Contribution (NDC).

Within its sustainability strategy, ÇGH prioritizes service areas that encourage innovation and competitive advantage to assess climate-focused opportunities, developing innovative

solutions at both sectoral and corporate levels. This holistic and proactive approach not only enables the company to effectively manage climate risks but also maximizes opportunities, thereby increasing its long-term capacity to create corporate value.

Climate-related risks and opportunities that could affect ÇGH and its subsidiaries in different time horizons have been evaluated. The timeframes and definitions used in this evaluation, specific to ÇGH, are as follows: [4]

Table 3. Time Horizons

Time Horizons	Short Term	Medium Term	Long Term
Years	0-1 year	≥ 1-5 years	≥ 5-10 years

Within this framework, the potential impacts of these risks and opportunities on the Group's business model and value chain have been detailed based on climate scenarios tailored to ÇGH conditions. A risk or opportunity is considered financially material if its financial impact exceeds 1% of the consolidated Group revenue in the relevant year, indicating a reasonable effect on the Group's financial position.

4.1. Assessment of Climate Resilience

In IPCC (Intergovernmental Panel on Climate Change) reports, different scenarios are used to project and understand potential future climates. Accordingly, Representative Concentration Pathways (RCPs) scenarios serve as important references for assessing ÇGH's physical risks within the framework of future climate projections. During the reporting period, considering all reasonable and supportable information, ÇGH used the RCP4.5 and RCP8.5 scenarios for the identified physical climate risks. Qualitative analyses were conducted for the relevant physical risks under both the RCP4.5 and RCP8.5 scenarios. For the 2025 reporting year, this analysis included an examination of ÇGH's short-, medium-, and long-term definitions as well as climate projections for 2050 and 2100.

The climate scenario analysis includes both quantitative and qualitative results, considering various indicators (daily maximum temperature, wind speed, extreme precipitation, and snowfall) related to climate policies and climate variables in the countries where ÇGH operates and where its risks and opportunities arise. Changes in these indicators (inputs) for physical risks under the climate scenarios were evaluated using the Climate Impact Explorer tool.

The RCP4.5 scenario, considered the "middle-of-the-road scenario," projects a likely global average temperature increase of 2–3°C by 2100 under medium-level emissions, while the RCP8.5 scenario represents the most pessimistic case, projecting a global temperature

[4] ÇHS uses different time horizon definitions when determining its corporate strategy: short-term (0–1 year), medium-term (2–5 years), and long-term (over 5 years). For the Group's sustainability and climate-related matters, the long-term is defined as 5–10 years. This difference arises because climate-related issues typically manifest their impacts over much longer periods.

increase of 4°C or more by 2100 under very high emissions. ÇGH assessed climate resilience against uncertainties in physical risks using both the likely and the most pessimistic scenarios.

Within the climate scenario analysis, the resilience of ÇGH's strategy and business model was analyzed in terms of its flexibility to adapt to climate-related changes, developments, and uncertainties. This resilience enables the Group to support operational continuity through preventive measures and focus on minimizing environmental impacts by adopting sustainable practices.

Table 4 summarizes the changes in the indicators used for the climate scenario analysis—"Daily Maximum Temperature," "Extreme Precipitation," "Snowfall," and "Wind Speed"—across ÇGH's short-, medium-, and long-term timeframes and up to 2050. Detailed qualitative findings of the analysis on physical risks are provided under the Climate Risks Section.

Table 4. Scenario Analysis Data for Physical Risks

Daily Maximum Air Temperature (Degrees Celsius - °C)							
Base Year	**Country**	**Scenario**	**Short Term (2025)**	**Medium Term (2030)**	**Long Term (2035)**	**Status Compared to the Base Year**	**2050**
1986-2006	**Türkiye**	RCP4.5	1,1	1,3	1,4	↑	1,8
		RCP8.5	1,1	1,4	1,6	↑	2,4
	Indonesia	RCP4.5	0,6	0,7	0,8	↑	1,1
		RCP8.5	0,6	0,8	0,9	↑	1,4
	Germany	RCP4.5	1,2	1,3	1,3	↑	1,8
		RCP8.5	1,2	1,3	1,6	↑	2,1
	Hungary	RCP4.5	1,4	1,4	1,5	↑	1,9
		RCP8.5	1,4	1,5	1,8	↑	2,3
	Tanzania	RCP4.5	0,8	1,0	1,1	↑	1,6
		RCP8.5	0,8	1,1	1,3	↑	1,9
Extreme Precipitation (Percentage - %)							
Base Year	**Country**	**Scenario**	**Short Term (2025)**	**Medium Term (2030)**	**Long Term (2035)**	**Status Compared to the Base Year**	**2050**
1986-2006	**Türkiye**	RCP4.5	-1,2	-0,9	-0,5	↓	-0,8
		RCP8.5	-1,2	-0,5	-0,7	↓	0,2
	Indonesia	RCP4.5	2,8	3,9	4,6	↑	6,3
		RCP8.5	2,8	4,6	5,7	↑	11,4
	Germany	RCP4.5	2,9	4,1	5,2	↑	6,0
		RCP8.5	2,9	5,2	5,5	↑	6,7
	Hungary	RCP4.5	3,8	4,2	4,2	↑	3,1
		RCP8.5	3,8	4,2	3,0	↑	5,8
	Tanzania	RCP4.5	1,4	1,6	2,4	↑	2,4
		RCP8.5	1,4	2,4	3,2	↑	8,0

Snowfall (Percentage - %)							
Base Year	**Country**	**Scenario**	**Short Term (2025)**	**Mediu m Term (2030)**	**Long Term (2035)**	**Status Compared to the Base Year**	**2050**
1986-2006	**Türkiye**	RCP4.5	-16,4	-19,8	-22,6	↓	-34,1
		RCP8.5	-16,4	-22,6	-28,8	↓	-40,0
	Indonesia	RCP4.5	-	-	-	-	-
		RCP8.5	-	-	-	-	-
	Germany	RCP4.5	-21,4	-22,8	-24,1	↓	-35,7
		RCP8.5	-21,4	-24,1	-29,7	↓	-41,0
	Hungary	RCP4.5	-26,0	-26,9	-28,1	↓	-40,6
		RCP8.5	-26,0	-28,1	-35,6	↓	-44,8
	Tanzania	RCP4.5	-35,2	-49,8	-69,8	↓	-84,1
		RCP8.5	-35,2	-69,8	-88,8	↓	-88,3
Wind Speed (Percentage - %)							
Base Year	**Country**	**Scenario**	**Short Term (2025)**	**Mediu m Term (2030)**	**Long Term (2035)**	**Status Compared to the Base Year**	**2050**
1986-2006	**Türkiye**	RCP4.5	-0,2	-0,3	-0,3	↓	-34,1
		RCP8.5	-0,2	-0,3	0,2	↑	-40,0
	Indonesia	RCP4.5	1,5	1,7	1,9	↑	-
		RCP8.5	1,5	1,9	2,1	↑	-
	Germany	RCP4.5	0,0	-0,5	-1,1	↓	-35,7
		RCP8.5	0,0	-1,1	-1,2	↓	-41,0
	Hungary	RCP4.5	0,7	0,7	0,2	↑	-40,6
		RCP8.5	0,7	0,2	-0,2	↓	-44,8
	Tanzania	RCP4.5	2,7	3,0	3,3	↑	-84,1
		RCP8.5	2,7	3,3	3,0	↑	-88,3

4.2. Climate-related Risks and Opportunities

The Group has identified and assessed climate-related risks and opportunities arising across its value chain, which includes ground handling services (such as representation, traffic, ramp, cargo, and flight operations) for domestic and international airlines, as well as cargo warehouse services.

Climate Risks

Name of the Risk	**Pressures on Airlines from Regulations and Climate Policies**
Risk Category	Transition / Policy and Legal Risks – Market Risks

Risk Description	Sustainability and climate-related regulations, such as the EU Emissions Trading System (ETS), CORSIA, and the EU Green Deal requiring Sustainable Aviation Fuel (SAF), significantly increase operational costs for airlines. Higher costs may lead airlines to reduce flight frequency and numbers, decreasing demand for ÇGH ground handling and cargo services, which could negatively impact the Group's revenue. Airlines are also increasingly requiring suppliers to comply with sustainability criteria, and failure to meet these requirements may result in customer loss for ÇGH.				
Location and Concentration in the Value Chain	Downstream of ÇGH Value Chain				
Time Horizon (Years)	Short Term		Medium Term		Long Term
Likelihood of Occurrence	1	2	3	4	5
Magnitude of Financial Impact	1	2	3	4	5
Business Activities Vulnerable to the Risk	Airlines, which are customers of the Group in all operating countries, are exposed to evolving and changing regulations and policies in the field of sustainability. However, ground handling operations in Hungary and Germany, which are within the EU, have a higher potential to be affected earlier by the rapidly evolving climate policies and regulatory changes in the EU. Therefore, in 2024, Hungary's services, representing 14.0% of the total flights served by ÇGH, and Germany's operations, representing 19.0% of the cargo tonnage handled, are more vulnerable to this transition risk.				
Potential Financial Impact	- Revenue loss due to airlines reducing flight frequency and the number of flights. - Market loss and reduced profitability resulting from non-compliance with airlines' sustainability criteria.				
Current Financial Impact	As of the reporting year, regulatory requirements and SAF usage (which will become mandatory from 2025) have not caused airlines to reduce their flight frequency or number of flights; therefore, the risk currently has no financial impact.				
Measures Taken by ÇGH to Mitigate the Risk	Both the parent company and its subsidiaries closely monitor national and international regulations and conditions affecting them; by proactively anticipating risks and considering our company's role in the aviation sector, actions to control these risks are planned, included in investment plans, and implemented. Effective communication and collaboration with airline customers ensure that all requested information and data are provided, and the necessary actions are carried out.				

Name of the Risk	**High Temperatures and Heat Waves**				
Risk Category	Physical/Chronic Risk				
Risk Description	Persistent high temperatures, resulting from anthropogenic causes and as an inevitable consequence of climate change, may cause delays in cargo and ground handling processes and reduce service quality. Additionally, by increasing energy consumption, the load on cooling systems, and maintenance requirements, these high temperatures can negatively impact ÇGH's financial position and cash flows. Prolonged high temperatures can put pressure on energy efficiency and adversely affect ÇGH's workforce and productivity. To ensure employee safety and comfort and to prevent potential health issues, additional measures in work clothing and equipment, as well as supplementary personal protective equipment, may be required. Moreover, ÇGH's vehicles and equipment might need special protective systems or modifications. All of these factors can lead to increased operational costs. Furthermore, prolonged high temperatures and related environmental stress may affect the attractiveness of some regions where ÇGH operates as tourism centers, potentially reducing flight frequencies and, consequently, the demand for ÇGH's services.				
Location and Concentration in the Value Chain	CGH Direct Operations Downstream Value Chain				
Time Horizon (Years)	Short Term		Medium Term		Long Term
Likelihood of Occurrence	1	2	3	4	5
Magnitude of Financial Impact	1	2	3	4	5
Climate Resilience Analysis (Climate Scenarios)	The RCP4.5 and RCP8.5 scenarios were used for climate resilience analysis in response to the high temperatures and heatwave risks faced by ÇGH. Changes in risk-related indicators (inputs) according to these climate scenarios were assessed using the Climate Impact Explorer tool. Accordingly, projections for the climate-related daily maximum temperature indicator, which is directly linked to high temperatures and heatwaves, were examined for all countries where ÇGH operates (Türkiye, Hungary, Germany, Tanzania, and Indonesia). In all countries, an increase in daily maximum temperatures is projected in the short, medium, and long term under both RCP4.5 and RCP8.5 scenarios. According to the RCP4.5 scenario, by 2030 (medium term for ÇGH), the average daily maximum temperature increase in Türkiye is expected to be				

	approximately 1.3°C. However, under the RCP8.5 scenario, which assumes higher emissions, the temperature increase may reach 1.5°C, potentially exceeding Türkiye's critical climate thresholds. By 2035, the increase is projected to reach 1.5°C under RCP4.5 and 1.8°C under RCP8.5, while by 2050, it is expected to reach 2.2°C and 2.8°C, respectively. High temperatures also show significant increases in Hungary and Germany. For example, in Germany, by 2035, the projected temperature rise is 1.5°C under RCP4.5 and 1.7°C under RCP8.5. By 2050, the projected increases are 1.9°C under RCP4.5 and 2.3°C under RCP8.5. In Hungary, the corresponding increases are 1.9°C (RCP4.5) and 2.3°C (RCP8.5) in 2035, reaching 2.5°C and 3.0°C by 2050. Although expected increases in Indonesia and Tanzania are lower compared to other countries, Indonesia historically records the highest average daily maximum temperatures among the regions where ÇGH operates. Since high temperatures and heatwaves are global risks, they are expected to occur across all countries where ÇGH operates. Operational activities, particularly in cargo handling and apron operations, may face disruptions due to high temperatures and increased energy demand for cooling. Higher temperatures may also reduce the attractiveness of destinations of tourism, potentially decreasing demand for the Group's services. Under these conditions, the impact of high temperatures may lead to significant operational changes. Additionally, extra measures in work clothing and equipment, as well as personal protective equipment, may be required to ensure employee safety and prevent overheating. ÇGH's vehicles and equipment may also need special protective systems or modifications, all of which can increase costs. To enhance resilience against climate change and extreme weather events, ÇGH is located at airports with robust infrastructure and flexible operational processes, allowing it to manage high temperatures and other climate-related challenges effectively. Furthermore, emergency procedures ensure operational continuity, and sustainable practices are adopted to minimize environmental impacts. These features make ÇGH more resilient to the effects of climate change.
Business Activities Vulnerable to the Risk	All activities carried out by ÇGH, and its subsidiaries are vulnerable to this physical climate risk. However, when considering the number of flights served, Indonesia—

	accounting for 13.7% of the total flights—is the geographic region expected to be most affected by temperature increases.
Potential Financial Impact	-Increase in operational costs due to higher energy demand -Decrease in profitability and/or revenue loss due to reduced flight numbers and decreased attractiveness of tourist regions -Increase in operational costs for the provision of personal protective equipment and climate-resilient equipment
Current Financial Impact	For the reporting year, an analysis of the flights serviced indicates that the increasing frequency and intensity of high temperatures and heatwave events have not had a quantitatively material impact on ÇGH's financial position in the current period.
Measurement Uncertainties and Assumptions	When examining changes according to climate scenarios, the Climate Impact Explorer tool simplifies the development of temperature and relative humidity under climate change and uses a limited number of climate model simulations. This may result in the effects of natural climate variability dominating over the response to anthropogenic climate change in short-term fluctuations. Particularly at global warming levels of 2.5–3°C and higher, the reduction in the number of simulations underlying these results increases uncertainty. In addition, there is insufficient information from subsidiaries regarding the current state of infrastructure for the specific risk, leading to uncertainty about the extent of potential damage to infrastructure in different regions due to temperature increases. Furthermore, fluctuations in exchange rates and inflation create variability in market factors and operational costs, introducing additional uncertainty into forward-looking financial calculations.
Measures Taken by ÇGH to Mitigate the Risk	In the ÇGH Ground Operations Manual (GOM) and Emergency Procedures, operational measures and rules for working under extreme weather events such as high temperatures, storms, and floods have been established. Operational personnel are continuously trained on these measures, and their implementation is monitored in the field through internal audit mechanisms. As a preventive measure against the risk of increased operational costs due to energy demand, the parent company in Türkiye plans to establish an ISO 50001 Energy Management System in 2025, within which energy efficiency assessment studies will be conducted.

Name of the Risk	**Storms (including Snowstorms, Dust and Sandstorms)**
Risk Category	Physical/Acute Risk
Definition of Risk	ÇGH is exposed to physical risks arising from extreme weather events—such as severe storms, snowstorms, and high winds—caused by changes in wind speed and patterns linked to climate change, affecting both passengers and airlines. These extreme events can lead to increased flight delays, route changes, and cancellations, as well as reduced attractiveness of tourism destinations, resulting in decreased demand for the Group's services and economic losses. Additionally, the increasing unpredictability of severe weather can damage vehicles, assets, and equipment, causing operational disruptions and higher maintenance costs, ultimately leading to potential revenue loss for ÇGH.
Location and Concentration in the Value Chain	Downstream Value Chain ÇGH Direct Operations

Time Maturity (Years)	Short Term		Medium Term	Long Term	
Probability of occurrence	1	2	3	4	5
Financial Impact Size	1	2	3	4	5

Climate Resilience Analysis (Climate Scenarios)	RCP4.5 and RCP8.5 scenarios were used to conduct climate resilience analysis for ÇGH against the risk of increased storms (including snowstorms, dust, and sandstorms). Changes in climate-related indicators for this risk were evaluated using the Climate Impact Explorer tool. Specifically, projections for wind speed and snowfall—key indicators directly linked to storms—were analyzed for all countries where ÇGH operates (Türkiye, Hungary, Germany, Tanzania, and Indonesia). According to the RCP4.5 and RCP8.5 scenarios, by 2030, wind speed in Türkiye is expected to decrease by approximately 0.3%, indicating weaker wind dynamics in the medium term. By 2035, wind speed is projected to decrease by 0.3% under RCP4.5 and increase by 0.2% under RCP8.5. By 2050, wind speeds are expected to decrease by 0.4% and 1.1% under RCP4.5 and RCP8.5, respectively. Similarly, in Germany, wind speeds are projected to decrease by 0.5% and 1.1% in 2030, 1.1% and 1.2% in 2035, and 1.1% and 1.8% in 2050 under RCP4.5 and RCP8.5 scenarios. In Hungary, although wind speeds are lower compared to Türkiye and Germany, a decreasing trend is expected to

	continue until 2050, with projections of 0.6% reduction under RCP4.5 and 0.7% under RCP8.5. In contrast, Tanzania and Indonesia are expected to experience the largest wind speed increases in 2035, with projections of 3.3% and 3.0% under RCP4.5 and RCP8.5, respectively. Analysis of snowfall shows a declining trend across all countries where ÇGH operates, due to climate change, with more pronounced reductions under the higher-emission RCP8.5 scenario. This decrease in snowfall is expected to partially offset the financial impact of storm risks. When considering both variables together, changes in wind speed may lead to a slight increase in storm risk in Tanzania and Indonesia in the short term. However, the reduction in snowfall in both countries may mitigate the potential negative effects on flight operations caused by increased wind speeds. Increased wind speeds and fluctuations pose significant operational risks for airlines, potentially causing flight delays or cancellations. This can negatively affect ÇGH's revenue streams and weaken financial performance. Moreover, higher wind speeds can cause physical damage to aircraft, ground service vehicles, facilities, and other equipment, resulting in operational disruptions and higher maintenance costs. Over the long term, these effects may reduce operational efficiency. These conditions may lead to significant changes in ÇGH's operations and must be considered in developing climate-related strategies.
Vulnerable Business Activity to Risk	This risk has the potential to affect all regions where ÇGH operates. According to the scenario analysis, the business activities most vulnerable (least resilient) to this risk are the subsidiaries in Tanzania and Indonesia—i.e., two of the subsidiaries. From another perspective, in 2024, the number of flights served at the sites in Tanzania and Indonesia accounts for 14.05% of the total flights served. Therefore, approximately 14.05% of business activities are relatively more vulnerable to this risk.
Potential Financial Impact	Revenue loss and reduced profitability due to flight delays, route changes, and cancellations caused by storms Increased direct costs resulting from repairs, insurance premium hikes, and replacement of damaged vehicles, facilities, and equipment
Current Financial Impact	Analysis of flight data for the reporting year indicates that severe storm events did not have a material financial impact on

	ÇGH's financial position, exceeding the defined materiality threshold.
Measurement Uncertainties and Assumptions	IPCC climate projections can provide regional-level forecasts; therefore, the geographical predictions and analyses performed may exhibit deviations. Additionally, flight delays or cancellations depend not only on wind intensity and frequent wind patterns but also on various other parameters, such as wind direction, airport location, and the accuracy of meteorological forecasts. A storm of the same intensity may halt operations at some airports while causing only minor delays at others. Furthermore, factors such as the model of the aircraft to be serviced and operated by ÇGH, visibility conditions, and lightning risk represent additional uncertainties that may influence the financial outcomes of this risk. Exchange rates and inflation fluctuations also affect market conditions and operational costs, complicating forward-looking financial calculations.
Measures Taken by the ÇGH to Respond to Risk	In the ÇGH Ground Operations Manual (GOM) and Emergency Procedures, operational measures and rules have been established for working under extreme weather conditions such as high temperatures, storms, and floods. Relevant operational personnel are continuously trained on these matters, and the effectiveness of the practices is monitored on-site through internal audit mechanisms.

Name of the Risk	**Excessive Precipitation-Induced Floods**
Risk Category	Physical/Acute Risk
Risk Description	Changes in precipitation patterns and an increase in extreme weather events such as floods may affect both ground handling and cargo-warehouse operations of ÇGH, potentially leading to customer complaints and additional demands. Particularly, floods caused by prolonged heavy rainfall can significantly damage customer goods, vehicles, assets, facilities, and equipment within cargo handling and warehouse services. Although insurance premiums can partially cover the financial burden of such events, prolonged occurrences may disrupt ÇGH's operations, harm existing contracts, or jeopardize contract renewals. This risk may also reduce the attractiveness of regions with excessive rainfall as tourism destinations, leading to a decline in flight volumes and demand for ÇGH's services. Consequently, this can result in a reduction of market share and reputational loss. Furthermore, operational

	disruptions may lead to increased repair costs and revenue losses.				
Location and Concentration in the Value Chain	Direct ÇGH Operations Downstream Value Chain				
Time Horizon (Years)	Short Term		Medium Term		Long Term
Likelihood of Occurrence	1	2	3	4	5
Magnitude of Financial Impact	1	2	3	4	5
Climate Resilience Analysis (Climate Scenarios)	Using the RCP4.5 and RCP8.5 scenarios, a climate resilience analysis was conducted for ÇGH regarding the risk of floods caused by excessive precipitation regimes. Changes in climate-related indicators for this risk were evaluated using the Climate Impact Explorer tool. In this context, projections for climate-related extreme precipitation (defined as the maximum five-day total precipitation—rain and snow combined—within a specific area) were analyzed for all countries where ÇGH operates (Türkiye, Hungary, Germany, Tanzania, and Indonesia). In Türkiye, by 2030 (medium term for ÇGH), extreme precipitation is projected to increase by 0.9% under RCP4.5 and 0.5% under RCP8.5. By 2035 (long term for ÇGH), increases of 0.7% and 0.5% are expected, respectively. By 2050, extreme precipitation is projected to follow a decreasing trend under RCP4.5, while under RCP8.5 it is expected to increase by 0.2%. The relatively lower projected increases in Türkiye compared to other countries indicate a less risky situation regarding extreme precipitation events driven by climate change. Germany and Indonesia demonstrate notable increases in extreme precipitation. In Indonesia, extreme precipitation is projected to increase by 3.9% under RCP4.5 and 4.6% under RCP8.5 in 2030. By 2035, increases of 4.6% and 5.7% are projected under the respective scenarios. By 2050, extreme precipitation is projected to increase by 6.3% under RCP4.5 and 11% under RCP8.5. Similarly, for Germany, extreme precipitation is projected to increase by 4.1% and 5.2% in 2030, 5.2% and 5.5% in 2035, under RCP4.5 and RCP8.5 respectively. Tanzania is expected to experience significant precipitation increases in the long term. In 2035, increases of 2.4% and 3.2% are projected under RCP4.5 and RCP8.5, respectively. By 2050, extreme precipitation is projected to rise by 8% under				

	RCP8.5, while under RCP4.5, although a decreasing trend is foreseen, levels remain above average. Although Hungary shows relatively lower projected increases compared to other countries, it still presents a significant risk. The projected high levels of extreme precipitation in the medium and long term may increase the risk of operational disruptions such as flight cancellations and delays. Particularly in Indonesia, the significant increase in extreme precipitation by 2050 is a noteworthy concern for operational activities. Extreme precipitation events, especially in the long term, emerge as a significant climate risk across all countries where ÇGH operates. Operational activities of ÇGH, particularly in areas such as cargo handling and apron operations, may face disruptions due to heavy rainfall. Furthermore, extreme precipitation may reduce the attractiveness of tourism destinations, leading to decreased demand for ÇGH's services. Under these conditions, the impacts of extreme precipitation could cause significant disruptions in ÇGH's operations and represent a critical factor to be considered in defining climate-related strategies and building resilient infrastructure. ÇGH demonstrates resilience against climate change and extreme weather events. Thanks to its infrastructure and flexible operational processes, the Group is capable of coping with extreme precipitation and other climate-related challenges. In addition, through emergency procedures, ÇGH ensures operational continuity, while sustainable practices are adopted to minimize environmental impacts. These features make ÇGH more resilient to the changes brought by climate change.
Business Activities Vulnerable to the Risk	This risk has the potential to be effective in all regions where ÇGH operates. However, as a result of the analysis of extreme precipitation events under the RCP 4.5 and RCP 8.5 climate scenarios, it has been understood that operations in Germany and Indonesia, in particular, are at higher risk and more vulnerable to flooding caused by increased precipitation among the ÇGH operating regions. In addition, it has been assessed that cargo handling and warehousing services, which accounted for 19.78% of total revenue in 2024, are more vulnerable to this risk.
Potential Financial Impact	Financial losses due to damage in cargo handling and warehousing services caused by extreme precipitation and floods. Market loss and decrease in revenues arising from reputational damage
Current Financial Impact	It has been determined that, based on the analysis of flight data for the reporting year, the increased frequency and severity of

	floods caused by changing precipitation regimes do not have an impact exceeding ÇGH's financial materiality threshold.
Measurement Uncertainties and Assumptions	While examining the changes according to climate scenarios, the Climate Impact Explorer simplifies the evolution of temperature and relative humidity under climate change and uses a limited number of climate model simulations. This indicates that, in the case of short-term fluctuations, the impact of natural climate variability may be more dominant than the response to anthropogenic climate change. Starting from global warming levels of 2.5–3°C and at higher levels of warming, uncertainties in the results increase due to the decrease in the number of simulations on which these results are based. In addition, in relation to this specific risk, there is insufficient information on the current state of infrastructure, and uncertainties remain regarding the extent to which infrastructures may be damaged due to increased precipitation across regions. Furthermore, there are uncertainties as to whether extreme precipitation events lasting more than five days will always result in flooding. Regional and local levels of precipitation amounts, and distribution are projected based on historical data, and the accuracy of meteorological forecasts is not certain. At the same time, the ground and infrastructure resilience of the airports where ÇGH operates are other factors that influence the occurrence of flooding. Exchange rate and inflation variables create market factors and fluctuations in operational costs, making future-based financial calculations more difficult.
Measures Taken by ÇGH to Respond to the Risk	Operational measures and rules for working in high temperatures, storms, floods, and other extreme weather events are defined in the ÇGH Ground Operations Manual (GOM) and Emergency Procedures. Relevant operational personnel are continuously trained on these matters, and the effectiveness of practices is monitored in operationsthrough internal audit mechanisms.

Climate Opportunities

Opportunity Name	Access to New Green Financing Instruments and Public Incentives				
Opportunity Category	Market Opportunity				
Opportunity Description	ÇGH has the opportunity to access new financing options, such as green loans and sustainable financing sources offered under more favorable conditions, by investing in environmental sustainability projects. In Türkiye, the European Bank for Reconstruction and Development (EBRD) and the International Finance Corporation (IFC) provide financing for projects related to electrification, energy efficiency, and carbon reduction for companies conducting environmentally sustainable operations. Increased access for ÇGH to these financing opportunities with lower interest rates and favorable loan conditions provides a competitive advantage in the sector.				
Location and Concentration in the Value Chain	Upstream Value Chain ÇGH Direct Operations				
Time Horizon (Years)	Short Term		Medium Term		Long Term
Likelihood of Occurrence	1	2	3	4	5
Magnitude of Financial Impact	1	2	3	4	5
Business Activities Aligned with the Opportunity	Business activities aligned with this opportunity include all ÇGH subsidiaries operating in ground handling and cargo services in Türkiye, Germany, Hungary, Indonesia, and Tanzania. Therefore, 100% of business activities are compatible with leveraging this opportunity.				
Potential Financial Impact	Easier access to financing sources with favorable terms. Revenue growth through increased business volume. Market opportunity arising from supporting electrification and renewable energy projects with favorable financing.				
Current Financial Impact	During the reporting period, ÇGH utilized a green loan of EUR 18 million from EBRD through its green financing framework. This loan was used to transition to electric ground handling equipment at 10 airports where ÇGH operates in Türkiye. These investments are expected to not only comply with environmental sustainability standards but also provide potential long-term benefits that may offer a competitive advantage in the sector.				

Actions Taken by ÇGH to Realize the Opportunity:	The parent company and subsidiaries continuously monitor available green financing opportunities, submit applications, and implement actions to meet the relevant requirements. Conditions for utilizing the EUR 18 million green financing obtained from EBRD are being implemented. Additionally, efforts are ongoing with IFC for the allocation and use of green financing, with priority given to green financing.

Opportunity Name	**Increasing Energy Efficiency in Operational Processes**				
Opportunity Category	Energy Source Opportunity				
Opportunity Description	Energy measurement and efficiency systems make a significant contribution to reducing operational costs and increasing ÇGH's operational resilience by optimizing energy use. The establishment of an ISO 50001 Energy Management System provides a robust framework for effectively monitoring and managing energy performance. This system supports improvements in energy measurement infrastructure and enables the development of a systematic, continuous improvement approach. In addition, innovative projects implemented by ÇGH, such as transitioning to LED lighting systems and digital documentation, have the potential to enhance energy efficiency. Resource and energy efficiency projects applied in HVAC and lighting systems not only reduce environmental impacts but also provide substantial operational cost reductions. Energy efficiency extends the life of ground support equipment (GSE) and reduces maintenance costs. Consequently, energy efficiency measures make ÇGH's operations more resilient to fluctuations in energy prices and to the year-on-year increasing energy demand, particularly during high temperatures and heatwaves, offering a sustainable and cost-effective operational structure opportunity.				
Location and Concentration in the Value Chain	ÇGH Direct Operations				
Time Horizon (Years)	Short Term		Medium Term		Long Term
Likelihood of Occurrence	1	2	3	4	5
Magnitude of Financial Impact	1	2	3	4	5
Business Activities Aligned with the Opportunity	his opportunity is suitable and applicable for all ground handling and cargo operations of ÇGH in Türkiye, Germany, Hungary, Indonesia, and Tanzania. Therefore, all of ÇGH's operations can benefit from this opportunity.				

Potential Financial Impact	- Reduced direct costs due to lower energy demand Extended lifespan of ground support equipment (GSE) and reduced maintenance costs Increased competitiveness through reduced energy dependency
Current Financial Impact	During the reporting period, no financial impact exceeding ÇGH's materiality threshold related to the energy efficiency opportunity was observed.
Actions Taken by ÇGH to Realize the Opportunity:	The Group conducts multiple activities in energy efficiency, including: obtaining LEED certification for IGA Cargo Warehouse and Technical Buildings, integrating 10 ventilation units in the IGA Cargo Warehouse building into an automation system to maximize efficiency, and transitioning all lighting systems to LED. These improvements reduced energy consumption, emissions, and operational expenses. In Türkiye, the parent company is establishing an ISO 50001 Energy Management System in 2025 and conducting energy efficiency assessment studies within this scope.

4.3. Impacts of Climate-Related Risks and Opportunities on the Company's Strategies

The entire aviation sector faces increasing regulations and legislation in the context of climate change mitigation and adaptation. Foremost among these is the CORSIA program implemented by ICAO, which aims to introduce carbon offset mechanisms to reduce emissions from flights. In the European Union (EU), the Emissions Trading System (ETS) establishes emission quotas and carbon credits for domestic flights within EU countries and flights entering or leaving the EU, while the ReFuelEU Aviation initiative aims to increase the use of sustainable aviation fuel (SAF). Meanwhile, Türkiye, which has enacted the Climate Law and continues work on a National Emissions Trading System (ETS), is expected to impact the aviation sector by promoting greenhouse gas emission reductions and facilitating green transition. Although the Climate Law does not include regulations directly targeting the aviation sector, it is anticipated that ÇGH will be indirectly affected through its sector's transition to sustainable aviation fuels, access to green finance, and regulations such as ETS and the Carbon Border Adjustment Mechanism (CBAM). All these legal developments affecting the aviation sector and airlines, along with climate-related physical risks, indirectly influence ÇGH's operations.

ÇGH has prioritized taking necessary measures to minimize potential negative environmental impacts and publicly announced its mission to be an "environmentally responsible company in the aviation sector." In line with its Environmental Policy, the goal is to protect the planet while ensuring the sustainable preservation and enhancement of long-term value for investors, the company, and customers.

Aware of the importance of sustainable use of natural resources, ÇGH undertakes initiatives to reduce its environmental impacts. As part of this, ÇGH reports annually to the Carbon Disclosure Project (CDP), sharing its greenhouse gas inventory and climate action initiatives with the public and international investors. In addition, the company actively participates in sectoral collaborations to achieve shared sustainability objectives. Memberships include the ASA (Airport Services Association) Sustainability Committee (ASUC) and the Turkish Sustainable Aviation Platform. ÇGH also contributes to greenhouse gas reduction efforts in Türkiye's aviation sector through projects such as the Airport Climate Change Adaptation Action Plan Projects conducted with the General Directorate of State Airports (DHMİ) and Istanbul Grand Airport (İGA) in collaboration with TÜBİTAK, the Türkiye International Carbon Market Strategy Development Project by the Ministry of Environment, Urbanization and Climate Change, and the Roadmap for Net Zero Emissions in Transportation Project by the Ministry of Transport and Infrastructure. Additionally, ÇGH participates as a stakeholder in the Airport Carbon Accreditation (ACA) program, run by Airports Council International (ACI) and including many airport and terminal authorities in Türkiye.

In line with IATA's 2050 Fly Net Zero commitment and roadmap, electrification of ground handling equipment is a core element of the sustainability strategy. Accordingly, existing fossil fuel-powered equipment is converted to electric, new electric equipment is procured, and the proportion of electric equipment in the fleet is increased year by year. Moreover, old equipment batteries are replaced with new-generation lithium-ion batteries. Pilot applications are exploring the use of solar panels on equipment such as passenger stairs with covered area.

Investments in renewable energy are made within the framework of existing legal regulations and authority guidelines. Small-scale off-grid solar energy systems (SES) are being installed on the roofs of facilities at airports.

Energy efficiency initiatives include automation of HVAC systems, development of monitoring and measurement infrastructure, implementation of ISO 50001 Energy Management System, and transition to LED lighting.

In 2024, ÇGH recorded a total of 248,739 serviced flights and aims to grow in alignment with sustainability principles while reliably meeting increasing flight demands. As growth continues, the importance of climate and sustainability efforts is increasingly emphasized, and ÇGH aims to maintain its leading position in the sector.

Following preparatory work and strategic planning in 2024, a significant step was taken at the beginning of 2025, with the EUR 18 million loan provided by EBRD supporting the acquisition of electric ground support equipment (GSE). This project enables the procurement of new electric GSE at 10 airports in Türkiye (Ankara, Antalya, Balıkesir, Bodrum, Çukurova, Dalaman, Istanbul, İzmir, Sabiha Gökçen, and Trabzon) while allowing the conversion of existing equipment to electric. The use of electric GSE facilitates more sustainable ground handling operations, reduces the carbon footprint of these services, and lowers energy costs associated with fuel consumption. In this way, environmental impacts are minimized, contributing to environmental sustainability in the sector.

In its 2024 financial report, ÇGH concluded that there is no significant adjustment required regarding the potential financial impacts of climate-related risks and opportunities. In the short term (up to one year), the prioritized climate risks are not expected to generate critical adverse financial effects on ÇGH. However, due to the high uncertainty in projecting climate policies

and physical impacts of climate change, it is not possible to obtain consistent quantitative financial outcomes. In this context, ÇGH presents qualitative projections regarding the potential financial effects of climate-related risks and opportunities.

ÇGH continues to demonstrate its commitment to climate change mitigation by implementing strategies to respond to climate-related risks and opportunities across all its activities. Progress in this area has been documented in previous reporting periods through both quantitative and qualitative data, reinforcing the company's commitment to achieving climate targets. All these efforts clearly demonstrate ÇGH's dedication to environmental sustainability.

5. Risk Management

5.1. Identification of Climate-Related Risks and Opportunities

ÇGH addresses all climate-related risks and opportunities in a realistic, impartial, and comprehensive manner, analyzing their potential impact on the Group's financial position, financial performance, and cash flows in the short, medium, and long term. These risks and opportunities are identified in light of national and international developments, climate policies, peer analysis, and macroeconomic trends.

In identifying climate-related risks and opportunities, ÇGH has leveraged multiple sources, sectoral research, and climate-related reporting frameworks (CDP and TCFD). The development of ÇGH's risk and opportunity inventory is primarily based on the long-standing work conducted in Türkiye under the Carbon Disclosure Project (CDP). Climate-related risks and opportunities have been considered across all operations of ÇGH's subsidiaries. This work evaluates sector-specific disclosure topics as defined in SASB Standards and extends the assessment of risks and opportunities in accordance with the Türkiye Sustainability Reporting Standards. Subsequently, the relevant risk and opportunity elements were analyzed with a comprehensive perspective, taking into account multiple international sources based on the geographic locations of ÇGH's subsidiaries, including ICAO studies and aviation knowledge platforms supported by ICAO (The International Civil Aviation Organization - Tsunamis Around International Aerodromes, Uniting Aviation - Tsunami Risk in Aviation), the Global Facility for Disaster Reduction and Recovery (GFDRR), the World Bank Think Hazard platform, and networks supported by the German Agency for International Cooperation (GIZ).

As a result of these efforts, the climate-related risk and opportunity inventory was grouped following the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD). Accordingly, risks were categorized as transition (policy and regulation, market, technology, and reputation) and physical (acute and chronic). Opportunities were classified similarly into resource efficiency, energy source, products and services, markets, and resilience. In this way, potential climate-related risks and opportunities affecting the Group were identified and defined in line with TCFD recommendations. Additionally, ÇGH differentiated these risks and opportunities into short-, medium-, and long-term horizons, evaluating their potential impacts and likelihoods in the context of the Group's operations, strategy, and financial structure.

5.2. Assessment of Climate-Related Risks and Opportunities

The methodology and principles for evaluating climate-related risks and opportunities are integrated into the Group's overall risk and opportunity assessment processes, as outlined in

the “P-TR01-10000676-022 Risk and Opportunity Assessment Procedure.” Within this framework, the “F-TR01-10000676-271 Sustainability and Climate-Related Risk and Opportunity Assessment Form” is used to conduct and document evaluations.

Risk and opportunity assessments are initiated and coordinated by the Sustainability Committee, which includes the ÇGH Sustainability Team. Input is also collected from subsidiaries to prepare a report representing the Group, which is submitted to the EXCOM. Following EXCOM’s review and feedback, any necessary revisions are made, and climate-related risks and opportunities are escalated to the Early Risk Detection Committee. The Early Risk Detection Committee then submits them to the Board of Directors for final approval. The Board of Directors holds the ultimate authority to determine whether actions will be taken for identified risks and opportunities, the planned actions and responsibilities, and how and to what extent information on risks and opportunities will be disclosed to the public.

In addition, when evaluating climate risks, ÇGH considers the residual risk remaining after all mitigation measures have been applied.

Time Horizons

ÇGH carefully evaluates climate-related risks and opportunities to secure a sustainable future and support strategic decision-making. In business processes, the company plans the necessary timeframes for risk management to ensure effective oversight and identifies the time periods required to maximize the benefits of opportunities. In this context, ÇGH defines its strategies based on the “short,” “medium,” and “long” time horizons as indicated in its CDP reporting.

Table 5. Time Horizons

Time Horizons	**Short Term**	**Medium Term**	**Long Term**
Years	0 – 1 year	≥ 1-5 years	≥ 5-10 years
Description	ÇGH considers that climate-focused risks and opportunities will show their effects in the short term. During this period, the company focuses on strengthening its capacity to rapidly adapt and on enhancing its strategic plans.	ÇGH evaluates risks and opportunities that will be effective in the medium term. In this context, it closely monitors ongoing developments and integrates them into its strategy. The company aims to accelerate adaptation to these risks and opportunities.	ÇGH plans to prepare for long-term risks and opportunities by developing flexible solutions that address climate-related changes, developments, and uncertainties.

Likelihood of Occurrence

ÇGH uses a five-point scale to assess the likelihood of climate-related risks and opportunities materializing.

Table 6. Likelihood of Occurrence

Likelihood Rating	**5**	**4**	**3**	**2**	**1**
Likelihood Level	**Real-time**	**Almost certain**	**Probable**	**Possible**	**Unlikely**
Description	Expected to occur with 100% probability; the event has already occurred during the reporting period or is virtually certain to occur.	The event is expected to likely occur within 1 year; it is expected to occur in most cases.	The event is likely to occur within the next ≥1–2 years; it is expected to occur in many cases.	The event may occur within the next ≥2–5 years; it is expected to occur under certain conditions.	The event may occur within the next ≥5–10 years; it is expected to occur under limited conditions.

Financial Impact Magnitude

ÇGH bases the assessment of potential financial impacts of climate-related risks and opportunities on the total consolidated Group revenue.

In evaluating risks and opportunities, it adopts the principle that financially significant changes require special attention if they exceed 1% of the total consolidated Group revenue in the relevant year.

Table 7. Financial Impact Magnitude

Impact Definition Rating	**5**	**4**	**3**	**2**	**1**
Financial Impact	The impact on the annual revenue target exceeds 1.5%. **(%1.5 < x)**	The impact on the annual revenue target is greater than or equal to 1.0% but less than 1.5%. **(%1 < x ≤ %1.5)**	The impact on the annual revenue target is greater than 0.5% but less than or equal to 1.0%. **(%0.5 < x ≤ %1.0)**	The impact on the annual revenue target is greater than 0.2% but less than or equal to 0.5%. **(%0.2 < x ≤ %0.5)**	The impact on the annual revenue target is less than or equal to 0.2%. **(%0 < x ≤ %0.2)**

5.3. Materiality Analysis for Climate-Related Risks and Opportunities

ÇGH conducts a materiality analysis to identify climate risks and opportunities expected to reasonably affect the Group. This analysis is structured using a financial materiality approach. Each risk and opportunity is assessed based on the likelihood of occurrence (as described above) and its financial impact on revenue. The assessment uses a scale from one to five, allowing results to be classified in an easily interpretable manner.

In the materiality analysis, the significance level is obtained by multiplying the likelihood of occurrence with the financial impact on revenue. Risks and opportunities exceeding the quantitative threshold defined by ÇGH are considered “significant” — expected to have a reasonable impact on the Group’s financial position. This quantitative threshold is proposed by the Sustainability Committee to EXCOM, evaluated by EXCOM, and subsequently referred to the Early Risk Detection Committee. The Early Risk Detection Committee submits the final assessment to the Board of Directors for approval.

5.4. Management of Climate-Related Risks and Opportunities

ÇGH adopts a comprehensive strategy, integrated with the Group’s general risk management approach, to effectively manage climate-related risks and leverage emerging opportunities. In addressing climate-related risks, ÇGH ensures data-driven decision-making and coordinates actions across the entire Group.

To this end, ÇGH implements extensive data collection and detailed analysis processes to better understand climate-related risks and opportunities. It also applies climate scenario-based resilience assessments, enabling the Group to anticipate potential future scenarios and take proactive measures accordingly.

5.5. Review and Reporting of Climate-Related Risks and Opportunities

ÇGH plans to comprehensively re-evaluate climate-related risks and opportunities each year under the “P-TR01-10000676-022 Risk and Opportunities Assessment Procedure” to address newly emerging risks and opportunities. This process is conducted to enhance the Group’s existing capabilities and strengthen strategic responses to risks. By adopting this annual reassessment approach, ÇGH gains flexibility against changing conditions and emerging risks while effectively leveraging new opportunities.

In line with TSRS reporting obligations, ÇGH reports its climate-related risks and opportunities annually. This reporting process includes continuous monitoring of local and global developments and provides strategic updates in line with defined criteria and targets. Based on performance indicators, the process allows for the adjustment of action plans and policies when necessary.

6. Metrics and Targets

6.1. Climate-Related Metrics

Greenhouse Gas (GHG) Emissions

Table 8. 2024 ÇGH Group Gross Scope 1 and Scope 2 Emissions

Country of Subsidiary	Scope 1 Emissions	Scope 2 Emissions (Location-based)	Total Scope 1 & 2 Emissions
Metric Unit	tCO_2e	tCO_2e	tCO_2e
Türkiye	5.160,62	2.467,25	7.627,87
Tanzania	43,73	5,16	48,89
Germany	59,74	464,13	523.87
Hungary	1.524,40	913,18	2.437,58
India – CH	542,03	5.448,29	5.990,32
India – GH	4.040,38	4.646,75	8.687,13
Indonesia	1.024,80	132,30	1.157,10
Total	**12.395,70**	**14.077,06**	**26.472,76**

GHG Emissions Calculation Methodology, Reporting Boundaries, and Measurement Approach

ÇGH calculated its 2024 GHG emissions in accordance with the TSRS 2 and the Greenhouse Gas Protocol Corporate Accounting and Reporting Standards (2004) (GHG Protocol). The calculation scope includes all countries where ÇGH operated in 2024. However, Delhi Aviation Services Pvt. Ltd., whose operations ceased in 2022, has not been consolidated in this report.

For organizational boundaries, ÇGH has adopted the Operational Control approach, a sub-method of the Control Approach. This ensures that 100% of emissions from subsidiaries over which ÇGH has operational control are reported. This approach considers both ownership and operational decision-making, providing comprehensive and accurate Group-level emission reporting.

Table 9. Subsidiaries Included in Greenhouse Gas Emission Calculation and Consolidation

Country	Subsidiary Name
Türkiye	Çelebi Kargo
Tanzania	Çelebi Tanzania
Germany	Celebi Cargo
Hungary	CGHH
India	Celebi Delhi Cargo
	Celebi Nas
	CASI
	CGHI
	CGSC
	KSU
Indonesia	PTN
	CAI

Within airport apron areas under the financial and administrative control of ÇGH, only areas used by ÇGH — including station buildings, workshops, vehicle/equipment parking areas, and offices for passenger services rented from terminal operators — are included in Scope 1 (direct) and Scope 2 (indirect energy) emissions.[5]

Emission Factors

In the calculations, IPCC's *Guidelines for National Greenhouse Gas Inventories* were used as the reference for Scope 1 emission factors and served as the basis for determining greenhouse gas emissions across all locations.

Table 10. Scope 1 Emission Factors (kg/TJ)[6]

Country	Emission Type	Fuel Type	Unit	$C0_2e$
Türkiye **Tanzania** **Germany** **Hungary** **India** **Indonesia**	Stationary Combustion Sources	Natural Gas	kWh	0,0002021
		Diesel	Litre	74.562
		Paraffin		72.362
		Gasoline		69.762
	Mobile Combustion Sources	Diesel – Off-Road	Litre	82.031
		Gasoline – Off-Road		71.336
		LPG – Off-Road		65.002
		Diesel – On-Road		75.281
		Gasoline – On-Road		72.229
		LPG – On-Road		65.002

All of ÇGH's Scope 2 emissions are location-based. Accordingly, Scope 2 emissions were calculated based on the average carbon intensity of the electricity grid in the regions where ÇGH operates[7]. The emission factors used are derived from up-to-date and reliable data obtained from local public authorities and energy suppliers. Detailed explanations of the relevant emission factors and the energy sources used are presented in the Scope 2 Emission Factors table.

[5] Regarding Scope 3 emissions, the transition exemption specific to the first reporting year under TSRS 2 has been utilized.

[6] 2006 IPCC Guidelines for National Greenhouse Gas Inventories
World Resources Institute (2008), Greenhouse Gas Protocol Tool for Stationary Combustion, Version 4.0 (for natural gas)

[7] Scope 2 Emissions are calculated by using the formula:
Scope 2 Emissions (ton CO_2e) = Electricity Consumption (kWh) × Carbon Intensity of the Regional Electricity Grid (ton CO_2e/kWh)

Table 11. Scope 2 Emission Factors

Country	Fuel Type	Unit	CO_2e
Türkiye	Grid Electricity[8]	ton/kWh	0,000478
	Natural Gas[9]	kg/TJ	56.276,30
Indonesia	Grid Electricity [10]	ton/kWh	0,0007848
Tanzania	Grid Electricity [11]	ton/kWh	0,0002150
Hungary	Grid Electricity [12]	ton/kWh	0,000246271
	Natural Gas[9]	ton/kWh	0,000383637
Germany	Grid Electricity [13]	ton/kWh	0,000364
	Steam[10]	ton/kWh	0,0001344
	Heating Fuel[14]	ton/kWh	0,27084000
India	Grid Electricity [15]	ton/kWh	0,0006080

Carbon Pricing and Carbon Credits

In 2024, ÇGH did not purchase or sell any carbon credits to offset emissions resulting from Group operations. There is currently no mandatory carbon pricing mechanism or regulatory carbon market in Türkiye. Additionally, internal carbon pricing practices are not yet widespread in Türkiye or in most of the countries where the Group operates. The Group has not established or applied any internal carbon price.

6.2. Operational Metrics and Industry-Specific Metrics

As part of the Guide for Sectoral Application of TSRS 2, the "Volume 60—Air Transportation and Logistics" volume is derived from the SASB Standards maintained by ISSB and provides guidance for companies providing air cargo transportation, postal and courier services, and transportation logistics services on applying certain disclosure provisions in TSRS 2. The Group has examined this volume in detail and, based on the reasoning conducted within this scope, has evaluated the metrics within the framework of its own operations and TSRS 2 requirements.

The metrics included in "Volume 60—Air Transportation and Logistics," which is part of the Guide for Sectoral Application of TSRS 2, are as follows: "gross total Scope 1 emissions," "negotiation of long- and short-term strategies or plans to manage Scope 1 emissions

[8] 2022 Türkiye Electricity Generation and Electricity Consumption Point Emission Factors Information Form, Ministry of Energy and Natural Resources, Türkiye
[9] 2006 IPCC Guidelines for National Greenhouse Gas Inventories
[10] IGES List of Grid Emission Factors v11.6, IEA Emission Factors
[11] ANESCO (Tanzania Electricity Supply Company)
[12] Budapest Ferenc Liszt International Airport Energy Department
[13] Energy Air GmbH
[14] Federal Office for Economic Affairs and Export Control, Germany
[15] 2021 UNFCCC The IFI (International Financial Institution) Dataset of Default Grid Factors for India

reduction targets and performance analysis against these targets"; "percentage of natural gas and renewable fuel consumed by road transportation" and "percentage of alternative and sustainable fuels consumed by air transportation"; and "total greenhouse gas (GHG) footprint from modes of transport under Supply Chain Management." As expected in this volume, ÇGH discloses gross Scope 1 and Scope 2 emissions under section 6.1 Climate-Related Metrics. The approach related to Supply Chain Management is described qualitatively under the Supply Chain Management section. Since not all metrics in Volume 60 are directly related to ÇGH's operations, only metrics that are applicable and relevant to its activities have been included in the reporting process. Therefore, the "percentage of natural gas and renewable fuel consumed by road transportation" and "percentage of alternative and sustainable fuels consumed by air transportation," as well as the "total greenhouse gas (GHG) footprint from modes of transport under Supply Chain Management," have not been included.

Operational metrics include "revenue ton-kilometer (RTK) data for road and air transportation," "road and air transportation data under load factor," and the number of employees and truck drivers. Considering its operational areas of ground handling and cargo services, ÇGH has adapted the applicability and scope of the metrics to its activities and disclosed the "total number of employees within ÇGH" and the "number of driver employees using GSE."

Table 12. Guide for Sectoral Application of TSRS 2 Volume 60 – Operational Metrics

Total Employees within ÇGH	Full-Time	Part-Time	Total
Celebi Airport Serv. India	3,563	2	3,565
Celebi Cargo GmbH	245	9	254
Celebi Delhi Cargo	1,162		1,162
Celebi GH India	179		179
Celebi Ground Handling HU	857	150	1,007
Celebi Ground Services Ch	317		317
Celebi Nas Airport Serv.	2,968	36	3,004
Celebi Shared Services In	30		30
Çelebi Ground Handling Inc.	4,135	855	4,990
Çelebi Aviation Holding Inc.	113		113
KSU Aviation Private Limi	3		3
PT Celebi Aviation Indone	15		15
PT Prathita TitianNusanta	955		955
Total	**14,542**	**1,052**	**15,594**

Number of Driver Employees Using GSE	Full Time
Celebi Airport Serv.India	354
Celebi Delhi Cargo	224
Celebi GH India	10
Celebi Ground Handling HU	95
Celebi Ground Services Ch	3
Celebi Nas Airport Serv.	345
Çelebi Ground Handling Inc.	687
PT Prathita TitianNusanta	115
Total	**1.863**

Supply Chain Management

ÇGH procures both products and services from various geographies worldwide, prioritizing customer satisfaction and operational efficiency. As outlined in section 2.2 Business Model and Value Chain of the report, procurement is conducted from 11 different countries, and suppliers are spread across six continents. Product suppliers include Türkiye, India, Hungary, Germany, China, France, the United States, Spain, Belgium, Tanzania, and Indonesia; service suppliers include Türkiye, India, Germany, Hungary, Indonesia, and Tanzania.

When evaluating suppliers, criteria specified in the current “T-TR00-10000611-001 Supplier Evaluation Instruction” are considered to ensure compliance with high-quality and sustainability standards.

ÇGH, operating in line with sustainability principles, aims to minimize environmental impacts and enhance operational efficiency, thereby contributing significantly to customer satisfaction. The Group acts with environmental responsibility at every stage of the global supply chain and continues its commitment to creating a greener, more sustainable business model in the future.

6.3. Targets

ÇGH Türkiye has identified minimizing its negative environmental impacts as one of its priority issues. Accordingly, each year, Environmental Targets and Programs are established and implemented at the Headquarters and all stations.

Among the environmental focuses targeted to be achieved by 2025 are the prevention of environmental pollution, sustainable use of resources, combating the climate crisis, and reducing the use of natural resources. The specific targets set for 2024 are as follows:

- Reducing Energy Consumption by 2%: Energy consumption per serviced aircraft will be monitored by comparing it with the previous year, 2023 data.

- Reducing Water Consumption by 2%: Annual average water consumption per employee will be tracked in comparison with the previous year.
- Reducing Equipment Fuel Consumption by 2%: Equipment fuel consumption per serviced aircraft will be reduced by comparing it with the previous year.

The establishment of these targets, monitoring of progress, and steps taken are regularly conducted through a digital performance evaluation platform. Reviewing the performance for 2024:

• Energy consumption per aircraft: The value of 1.402,3 kWh in 2023 decreased to 1.351,0 kWh in 2024, achieving a 3,66% reduction, surpassing the 2% reduction target.
• Water consumption per employee: The value of 369,7 m^3 in 2023 decreased to 307,5 m^3 in 2024, achieving a 16,83% reduction, well above the target.
• Equipment fuel consumption: The value of 430,8 liters in 2023 decreased to 401,2 liters in 2024, achieving a 6,87% reduction, surpassing the 2% target.

No fixed base year was used for each target; measurements were made by comparing each year with the previous year. This methodology allows the measurement method, achievement status, and annual performance comparison of each target to be clearly tracked and makes the reporting process more understandable.

The targets mentioned above have also been included in the 2025 targets in the same way and will continue to be monitored beyond 2025. The established targets are reviewed every six months.

The management of water and other natural resources is carried out by stations' management. Activities aimed at reducing water consumption are conducted within the framework of the "Energy and Natural Resource Management Directive" in line with the Environmental Policy and functional objectives. In the Annual Management Review meetings, water consumption amounts, implemented reduction efforts, and potential improvement issues are evaluated. Specifically in Türkiye, in 2023, advanced chemical treatment systems were installed at two different locations at Istanbul New Airport, aiming to recycle at least 40% of the water. As of 2024, the system has become more effective, increasing water recovery by 60%.

Additionally, at our IGA Cargo Warehouse building, 10 conditioned ventilation units were integrated into the automation system to ensure maximum efficiency, a total of 622 T8-type lights (422 at our Antalya Station and 200 at Sabiha Gökçen Airport Station) were converted to LED type, and the physical infrastructure in the system room at Sabiha Gökçen Airport Station was improved to minimize heat losses: insulation was enhanced, and continuous heat monitoring and control were implemented via automation projects. These energy efficiency measures resulted in a total reduction of 66,41 tons of CO2 equivalent emissions.

ÇGH adopts an environmentally focus approach in the aviation sector in line with its defined environmental goals and sustainability commitments. In this context, together with its employees and stakeholders in the value chain, it progresses through systematic monitoring and evaluation processes in preventing environmental pollution, efficient use of natural resources, and combating the climate crisis, and it continues to set new targets with determination.