

OUR PLANET

Overview

Emirates

dnata

**Group
sustainability
Our planet**

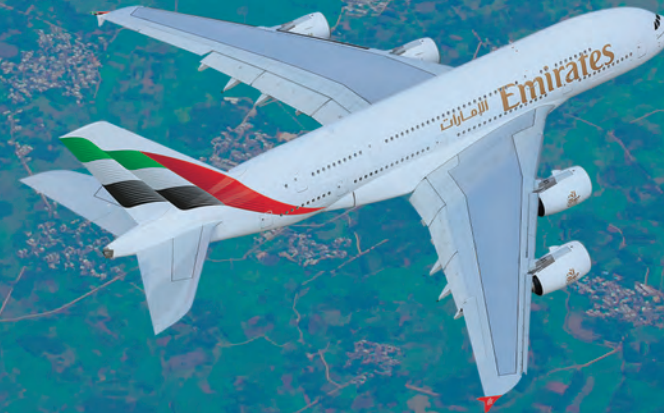
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Addressing climate change and other environmental challenges requires collective action, investment, and long-term commitment. We remain focused on monitoring and minimising the environmental impact of our business and operations. In 2024-25, we continued to strengthen our efforts across our 3 environmental pillars – reducing emissions, consuming responsibly, and preserving wildlife and habitats.

We strengthened the governance and implementation of our environmental policy by embedding it within Emirates' and dnata's environmental management systems. Guided by the Emirates Group Environmental Sustainability Framework, we enhanced our approach to climate risk management and made progress across our 3 strategic pillars. Our commitment to reducing emissions is a key part of our Climate Change material topic. In this section, we outline our approach to reducing greenhouse gas (GHG) emissions and supporting global climate goals.



Material topic: Climate change

Governance

Our environmental policy outlines the Group's commitment to minimising environmental impacts, promoting responsible resource use across all our operations, including the supply chain. We are committed to minimising emissions across all aspects of our operations. From flight and ground operations to vehicle fleets, offices and buildings, we continue to invest in new technologies and renewable energy sources.

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Environmental sustainability, including climate change mitigation and adaptation, is governed by the Environmental Sustainability Executive Steering Group*, chaired by our President. The steering group meets regularly to guide strategy, monitor progress, review regulatory and industry developments, and assess emerging risks and opportunities.

Our environmental management system is certified to Stage 1 under the IATA Environmental Assessment Programme (IEnvA), which follows the requirements set by ISO 14001:2015. Our certification also includes the IEnvA Illegal Wildlife Trade module. We are now on track to achieve full Stage 2 certification in 2025, covering flight operations, corporate activities, and aircraft component manufacturing.

Each year, we review our environmental management system to ensure it meets our strategic goals and regulatory commitments across the current scope. As a member of the IEnvA Oversight Council, we also help shape the future of the programme and its governance.

* The Environmental Sustainability Executive Steering Group includes senior executives responsible for operations, commercial, finance, procurement, facilities management, corporate communications, marketing and brand, customer experience, international affairs, cargo, and dnata.

**The HSE Executive Board includes the dnata CEO; Divisional Senior Vice Presidents of airport operations, catering & retail, and travel; Vice President HSE; and the Senior Environment Manager.

Our IEnvA management review committee brings together senior representatives from key departments. Where strategic decisions are needed, critical issues are escalated to our steering group, ensuring the close involvement of our leadership and helping to drive continuous improvement.

dnata

At dnata, we take the same ambitious approach. Climate governance is integrated across all levels of the organisation through our Health, Safety and Environment (HSE) Governance Framework. Our CEO provides strategic oversight and champions dnata's commitment to environmental sustainability, setting the tone from the top for a responsible and proactive environmental culture.

The dnata Executive Committee meets quarterly to review corporate risks, strategy and progress towards climate-related targets. Environmental sustainability is also addressed at the HSE Executive Board** and implemented via our HSE strategy.

We have established an Environment and Sustainability Action Group (ESAG), which meets quarterly. Attended by subject matter experts and senior leaders, the group shares knowledge, legislative updates and lessons learned across our 3 divisions.

dnata's Environmental Management System (dEMS) in Dubai, certified under the full scope of IEnvA, is being rolled out across our global network. This ensures consistent risk identification and performance management wherever we operate. In 2024, Amsterdam achieved the IEnvA certification, while Zürich's is in the initial stage. dnata reviews the effectiveness of its dEMS annually at the HSE Executive Board and tracks progress at monthly operational meetings.

Group stakeholder engagement

Sustainability is a collective effort, and at the Emirates Group, we are working together across teams and borders to coordinate and implement sustainability actions. This includes collaboration through various internal committees and working groups:

- Emirates Group Sustainability/ESG Working Group
- Emirates Product Monitoring and Development Committee
- Emirates Operations Efficiency Steering Group
- dnata ESAG sub-working groups
- dnata4good Board.

Externally, we engage with our stakeholders to foster collaboration, drive innovation and accelerate long-term growth, through various environmental groups within government bodies, international associations and organisations, such as GCAA, IATA, ICAO, Airport Services Association, Airline Catering Association, United for Wildlife, Dubai Department of Economy & Tourism, and Dubai Airports.

To meet stakeholder expectations, we continue to participate in select ESG benchmarks and disclosure platforms, including the UN Global Compact (UNGC) Communication on Progress, EcoVadis, and the Carbon Disclosure Project (CDP).



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Strategy

Group climate-related risks and opportunities

Climate-related risks and opportunities are increasingly shaping the external environment in which we operate. These range from regulatory and market shifts affecting fuel and emissions to the physical impacts of climate change on our operations and infrastructure. We have identified and evaluated these factors across short, medium, and long-term horizons, considering their potential to influence our financial performance and strategic direction.

The tables summarise the material climate-related risks and opportunities we face, including key drivers, expected financial impacts, our strategic responses, and the relevant timeframes over which these impacts may emerge.



SHORT TERM



MEDIUM TERM









LONG TERM

Climate-related risks

DRIVERS & FINANCIAL IMPACT	TIME HORIZON	OUR STRATEGY	SCOPE
Technology			
Long lead times for new aircraft, engine technologies, and supporting infrastructure may delay financial benefits.		Engaging with aircraft manufacturers on procuring aircraft with higher fuel efficiency.	
		Switching to green energy tariffs, where available, and engaging with suppliers on lower carbon solutions.	
		Engaging with airport authorities to provide required infrastructure to support the implementation of sustainability initiatives.	
Market and economics			
Instability in the supply or rising costs of raw materials may increase operational expenses, particularly for energy, fuel, packaging, and food items.		Monitoring, evaluating and reporting the environmental impact of our operations, and continuously seeking improvements, supported by our new ESG tool.	
Limited availability of alternative fuels such as SAF could result in higher compliance costs, or regulatory penalties if mandates cannot be met.		Engaging with governments and industry stakeholders to accelerate SAF and alternative fuel production in the region and internationally.	
		Engaging with fuel suppliers to trial alternative fuels.	
Reputation			
Increased stakeholder pressure and investor scrutiny could reduce access to capital.		Conducting further stakeholder engagement for collaboration on reducing the environmental impact of aviation.	
Greenwashing poses a reputational and financial risk, potentially resulting in legal penalties or damaged stakeholder confidence.		Publishing internal guidelines on communicating environmental initiatives, ensuring messaging is responsible and transparent.	
		Carrying out due diligence on supplier documentation for responsibly sourced products.	
Acute physical			
More frequent extreme weather events could disrupt operations, leading to increased insurance premiums, infrastructure damage, and revenue loss.		Engaging with research into relevant climate risks and opportunities.	
		Implementing rigorous safety management processes and systems for responding to environmental risks such as extreme weather events, heat, and flooding.	
		Planning for adaptation and mitigation efforts.	
Chronic physical			
Chronic climate shifts and rising temperatures may elevate long-term operational and safety risks, driving the need for costly adaptation measures.		Evaluating business strategy and decision-making with consideration of chronic climate-related risks.	
Policy and legal			
Introduction of climate regulations, including carbon pricing, may increase compliance costs, affecting margins if not planned for effectively.		Conducting regular stress testing of the portfolio against price movement of carbon pricing instruments.	
		Increasing disclosures and transparency on climate-related risks and mitigation measures.	
		Ensuring compliance with regulatory schemes involving emissions and reporting across jurisdictions in which we operate.	

Climate-related opportunities

DRIVERS & FINANCIAL IMPACT	TIME HORIZON	OUR STRATEGY	SCOPE
Resource efficiency and energy			
Reducing fuel and energy use in operations could lead to long-term cost savings, though it may require significant upfront investment in efficiency measures.		Maintaining a young, fuel-efficient aircraft fleet.	■
		Implementing strategies for Green Operating (GreenOps) procedures for flight operations, leading to a reduction in emissions through fuel efficiency.	■
		Implementing rigorous fuel-efficient operating procedures, such as Vehicle Tracking Management Systems (VTMS), driver training and vehicle idling thresholds.	■ ■
		Integrating minimum sustainable design standards in facilities planning.	■ ■
Adopting green building rating systems may increase capital costs initially, but can result in long-term savings through improved energy and operational efficiency.		Adopting renewable sources of energy and fuels, including SAF, solar panels across Group facilities and biofuels for non-electric vehicles and GSEs.	■ ■
Implementing low-carbon technologies and renewable energy sources may involve high capital expenditure, but could reduce future fuel and energy costs.			
Products, services, market and resilience			
Applied decarbonisation measures could improve access to sustainable financing, potentially lowering the Group's cost of capital.		Identifying local incentives for the implementation of more efficient operations.	■ ■
		Evaluating sustainable financing opportunities.	■ ■
Adopting a sustainable procurement strategy may increase short-term costs, but could lead to long-term efficiencies and reduced environmental impact across the value chain.		Updating the Emirates Group Supplier Code of Conduct, ensuring our suppliers and their supply chains are aligned with our sustainability values.	■ ■
Integrating ethical and responsible sourcing into operations, such as inflight services, may raise supplier costs, but could strengthen brand reputation and stakeholder trust.		Using recycled content and/or responsibly sourced materials, where feasible, for products onboard our flights.	■
		Improving our waste management practices onboard, including reducing food waste and segregating recyclables for collection where feasible.	■
		Using Scanmarket where catering suppliers provide data on their certification and ESG targets.	■
Wildlife and conservation			
Efforts to address illegal wildlife trade and support conservation initiatives may not carry significant financial cost, but could contribute meaningfully to our broader sustainability goals.		Combatting illegal wildlife trade through partnership with United for Wildlife and enhancing our preparedness and responsiveness through our IATA-certified management system.	■ ■
		Supporting biodiversity conservation through partnerships, awareness campaigns – both internal and external – and corporate training programmes.	■ ■
		Undertaking initiatives under the environment pillar of dnata4good to support wildlife and habitat conservation.	■
Reputation			
Strengthening environmental performance and regulatory compliance could reduce operating costs over time, while helping avoid potential penalties or inefficiencies.		Certifying the environmental management system under IEnvA demonstrates our commitment to best practices, enhancing brand reputation and stakeholder trust.	■ ■

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POWERED BY
SAF

Emirates' decarbonisation plan and initiatives

Our climate strategy is built around the principles of mitigation, resilience and adaptation. It reflects our long-term business objectives and our commitment to act responsibly in the face of evolving regulations and changing stakeholder expectations. The strategy is primarily implemented through the 'Reducing Emissions' focus area of the Emirates Group Environmental Sustainability Framework.

Our major climate impact is from emissions generated by flight operations. While we support the industry's collective goals, including IATA's target for net zero carbon dioxide (CO₂) emissions by 2050 and ICAO's Long Term Aspirational Goal, we recognise the significant challenges in achieving them. These include the extended timelines for the development of new propulsion technologies and aircraft designs; the availability, scalability and affordability of SAF; the commercial and operational feasibility of carbon capture and carbon dioxide removal (CDR) technologies; infrastructure gaps; and the need for supportive regulatory frameworks. There is no single pathway to net zero, but we are committed to making progress.

We aim to minimise flight operations' GHG emissions through fuel efficiency and SAF adoption.

Our immediate actions include:

- using mandated SAF in line with regulatory timeframes
- continuing to explore and implement operational efficiency measures
- participating in the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

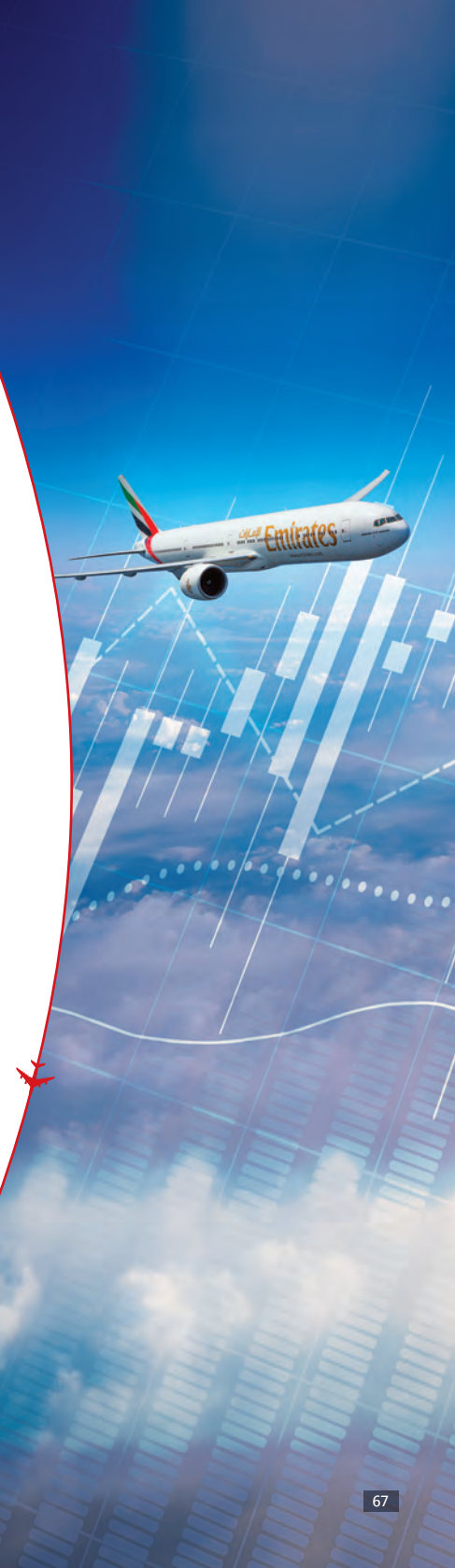
Our initiatives

- **Fleet renewal:** we are investing in new-generation aircraft, which provide greater fuel efficiency. Our Airbus A350s offer greater fuel efficiency. These aircraft feature the latest engine technology to reduce fuel burn, lightweight airframes made from high-strength materials, improved aerodynamics to maximise lift and reduce drag, and advanced avionics to optimise flight planning – all of which contribute to lower fuel consumption and reduced CO₂ emissions. With continued headwinds in aircraft production rates and deliveries, as well as global supply chain disruptions, Emirates will retain its A380s well into the next decade to maintain capacity. Significant investments – including superior maintenance, repair and overhaul (MRO) services and cabin retrofits – are enhancing operational efficiency and ensuring the fleet remains in optimal condition.

- **Fuel and operational efficiency:** we will continue strengthening Green Ops, which currently contribute reductions of 0.5% - 1% to annual fuel consumption and emissions, while being mindful of potential impacts from factors such as air traffic growth, regional airspace restrictions and aircraft delivery delays. This year, we collaborated with Dubai Air Navigation Services to shorten DXB's standard arrival procedures – a move that could save 60,000 tonnes of jet fuel annually. We selected alternate airports closer to our primary SkyCargo destinations across Southeast Asia, the Americas and Europe, reducing fuel consumption, while maintaining operational and safety requirements. We also began replacing carpets across our Boeing 777 and Airbus A380 fleets with lightweight, durable nylon to reduce weight and improve fuel efficiency. On the ground, we expanded our use of low-emission vehicles. In Dubai, we continued to deploy electric cars for landside pilot transport, avoiding approximately 140 tonnes of carbon dioxide equivalent (CO₂e) emissions during the financial year.
- **SAF deployment and advocacy:** we are committed to meeting SAF mandates and are actively working with industry stakeholders and policymakers to scale SAF production, certification and use. This includes supporting the development of lower carbon aviation fuels (LCAF) to complement SAF. Widespread adoption of SAF and LCAF will depend on availability, affordability and supportive regulatory environments. This year, Emirates expanded SAF usage through deliveries at London Heathrow (LHR), Amsterdam Schiphol (AMS), and Singapore Changi (SIN) airports, procuring over 6,500 tonnes of neat SAF in partnership with Shell and Neste. Emirates' flights from most EU and UK airports now fall under the ReFuelEU Aviation and UK SAF mandates, requiring fuel suppliers to deliver a minimum of 2% SAF. We continue to comply with Norway's SAF mandate for flights departing Oslo. While mandates aim to increase the supply of SAF, they also introduce complexities for compliance and reporting, and additional costs. The risk for future increases in mandated SAF levels is that it will not be matched by increased production levels. In 2024-25, our use of SAF contributed to emission reductions of about 28,800 tonnes of CO₂e over the lifecycle of the fuel, compared to conventional jet fuel.

- **Next-generation technologies:** we continue to monitor hydrogen-based technologies and advanced aircraft designs. While some of these are promising, their viability for long-haul aviation remains unproven. For now, they are not yet factored into our emissions reduction strategies.
- **Renewable energy:** we have scaled up our solar investments to help power our operations with clean, renewable electricity. Our systems at the Emirates Engine Maintenance Centre, Emirates Flight Catering and the Emirates Sevens Stadium now generate around 8,300 MWh of solar power annually, saving about 3,300 tonnes of CO₂e emissions. We have installed 7,000 m² of solar panels, equivalent to the wingspan of 8 A380 aircraft, with a capacity of 950 kWp at Emirates Aviation University. We partnered with Etihad Clean Energy Development to launch a large-scale solar energy project at the Emirates Engineering Centre, expected to be completed by December 2026. A total of 39,960 solar panels will be installed, providing 37% of the facility's annual energy consumption and estimated to reduce CO₂e emissions by over 13,000 tonnes each year when fully operational. With a total capacity of 23,200 kWp, it will generate an estimated 34,300 MWh annually.
- **Market-based measures and carbon removals:** we are fulfilling our CORSIA obligations, while evaluating the potential for CDR solutions to address residual emissions. International CO₂ emissions from flight operations covered under CORSIA are externally verified and reported directly to the GCAA. We also participate in the European Union Emissions Trading System (EU ETS), the Swiss ETS, and the UK ETS. All flights within the scope of these three schemes are covered by obligations to surrender emission allowances.
- **Stakeholder collaboration:** we are working with internal and external stakeholders to refine targets, allocate resources and support emissions reduction strategies, and engaging through various platforms and forums.

We share progress on these initiatives, KPIs and targets through regular internal working groups and IEnvA management review meetings.



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dnata's decarbonisation plan and initiatives

dnata's climate strategy focuses on areas where we can deliver real impact, and is shaped by our 3 environmental pillars and long-term risk and opportunity assessments.

Our initiatives

- **Fleet transition:** we are phasing out diesel-powered GSEs, where feasible, in favour of hybrid and electric, and considering hydrogen-powered alternatives for the future.
- **Alternative fuels and technologies:** we are increasing our use of renewable energy and exploring alternative fuel options, where feasible.
- **Operational efficiency:** we have rolled out telematics and other optimisation tools to reduce fuel

consumption, improve driver behaviour and enhance overall fleet efficiency. We are also improving how our facilities consume energy in other ways. In the UK, dnata conducts regular audits under the Energy Savings Opportunities Scheme (ESOS) to find smarter ways to reduce consumption. In Alpha Sharjah, we installed sub-meters to monitor water and electricity use in real time – part of our broader IEnvA Management Plan to identify and close efficiency gaps. Across our units in Australia, the UAE and Jordan, we are replacing inefficient dishwashers with energy and water-saving models to reduce our footprint.

- **Renewable energy:** we are expanding solar capacity across our global operations. During the year, we installed solar panels at our catering facility in Prague and scaled up solar power at our UK cargo and Australia SnapFresh catering facilities, adding

1,090 MWh of renewable energy to our network. At dnata Travel UK, 780 solar panels now power the corporate office. The system has the potential to generate 355 MWh of renewable energy annually – more than the site consumes – enabling us to export around 30% to the local grid. Avoiding the use of fossil-based electricity, we continued to buy renewable energy tariffs in the UK and Ireland, and began to do so in Brazil. In total, 12% of our electricity energy consumption is derived from renewables.

- **Stakeholder collaboration:** we regularly engage with key stakeholders, industry partners and regulatory bodies to scale decarbonisation efforts, unlock investment in alternative technology, and advocate infrastructure improvements for sustainable operations.



Risk management

We recognise climate change presents both risks and opportunities, and we work to identify and manage climate-related risks while leveraging opportunities that support long-term sustainability and business continuity.

We assess risks through industry engagement, information published by governments, operational data and scientific studies.

Climate risks fall into two categories:

- physical risks: such as changing occurrences of extreme weather
- transition risks: including evolving regulations and carbon pricing.

We evaluate each risk by its category, likelihood (using historical data and projections), and the potential magnitude of its financial, reputational, and operational impact.

Emirates' environmental management system includes a risk management process, which helps us identify, assess, and manage environmental risks including climate-related risks.

At dnata, risk is embedded in our Enterprise Risk Management (ERM) framework. Driven by the Executive Committee, the ERM identifies, assesses, prioritises and mitigates economic, environmental, geopolitical, societal and technological risks on an annual basis.

Metrics and targets

We report Scope 1, 2, and Scope 3 (categories 3 and 5) emissions in CO₂e, alongside data on fuel and electricity consumption, renewable electricity, water and energy use, and waste. For Emirates, we also measure the environmental performance of our flight operations, with fuel efficiency tracked using intensity-based metrics for both passenger and freighter aircraft.

We take a data-led approach to understanding and managing our impact on climate change. We assess GHG emissions across our operations and supply chain, tracking fuel consumption, energy use and other key factors contributing to our environmental footprint. This enables us to evaluate our performance and identify improvement opportunities. Progress, challenges and opportunities are reviewed at regular Environmental Sustainability Executive Steering Group meetings.

The Environmental Sustainability Performance tables for Emirates and dnata provide a detailed breakdown on key climate and environmental indicators across the Group. This year, our reporting scope expanded to include Emirates Bustanica's electricity and water use, as well as waste generated by the facility. We also began accounting for district cooling energy consumption at our Dubai properties, where feasible.

Emirates highlights

- Combined carbon intensity (kgCO₂e per tonne-kilometre) increased marginally by 1.1%, within normal variation, primarily due to increased air traffic operations, regional airspace closures, changing weather patterns, natural fleet ageing, and delays in the delivery of new fuel-efficient aircraft.
- SAF consumption increased from 1,297 tonnes in 2023-24 to 7,519 tonnes in 2024-25, reflecting our voluntary SAF investments throughout the year.
- Renewable electricity generation and consumption from solar energy decreased by 7.8%, due to temporary factors affecting existing systems, while new capacity was only introduced towards the end of the financial year.

dnata highlights

- Carbon intensity for ground handling and cargo (kgCO₂e/turnaround), has increased by 0.9%, from 177.3 kgCO₂e to 178.9 kgCO₂e per turnaround. This is mainly due to infrastructure limitations affecting our decarbonisation strategy as our operations continue to grow.
- Carbon intensity for catering operations (gCO₂e/AED) has reduced by 10%, from 10.1 gCO₂e/AED to 9.1 gCO₂e/AED.
- Carbon intensity for travel operations (gCO₂e/AED) has reduced by 16%, from 3.1 gCO₂e/AED to 2.6 gCO₂e/AED.
- Renewable electricity consumption from purchased and self-generated sources increased by 1.5%, due to new solar installations across our global businesses.



ENVIRONMENTAL SUSTAINABILITY PERFORMANCE - EMIRATES

The performance indicators below reflect Emirates' airline operations based in Dubai, including Emirates Flight Catering and the Dubai Desert Conservation Reserve, for the financial year ended 31 March 2025. All other Emirates businesses are excluded from these metrics. References to Scope 1 and 2 emissions below are based on the GHG Protocol – revised edition (Corporate Accounting and Reporting Standard – Revised Edition, 2004), while references to Scope 3 emissions are based on the GHG Protocol Corporate Value Chain (Scope 3) Standard.

Priority	Performance indicator	Unit	2024-25	2023-24	Higher/ (lower) %	
Aircraft fuel consumption, fuel efficiency and CO₂e intensity ¹	Fleet age	years	10.7	10.1	5.9	
	Jet fuel (total fleet including training aircraft and engine maintenance activities)	tonnes	11,027,541	10,342,630	6.6	
	Aviation gasoline (training aircraft)	tonnes	465	471	(1.3)	
	Sustainable aviation fuel (SAF)	tonnes	7,519	1,297	479.7	
	Passenger fuel efficiency (passenger fleet)	L / 100PK	4.25	4.14	2.7	
	Freighter fuel efficiency (freighter fleet excluding wet-leased freighters)	L / FTK	0.176	0.176	0.0	
	Combined fuel efficiency (total fleet excluding training aircraft and wet-leased freighters)	L / TK	0.328	0.324	1.2	
	Passenger CO ₂ e intensity (passenger fleet)	g CO ₂ e / PK	106	103	2.9	
	Freighter CO ₂ e intensity (freighter fleet excluding wet-leased freighters)	g CO ₂ e / FTK	439	439	0.0	
	Combined CO ₂ e intensity (total fleet excluding training aircraft and wet-leased freighters)	kg CO ₂ e / TK	0.818	0.809	1.1	
Aircraft noise and local air quality	Fleet cumulative margin to Chapter 4 noise standards	EPNdB	(12.2)	(12.0)	1.7	
	Fleet cumulative margin to Chapter 4 noise standards	%	(7.14)	(7.08)	(0.06) pt	
	Nitrogen oxide (NOx) emissions (landing and take-off cycle)	tonnes < 3,000 ft	12,446	12,170	2.3	
	Carbon monoxide (CO) emissions (landing and take-off cycle)	tonnes < 3,000 ft	7,180	7,009	2.4	
	Unburnt hydrocarbons (UHC) emissions (landing and take-off cycle)	tonnes < 3,000 ft	742	724	2.5	
	Fleet margins below regulatory limits for NOx	%	(16.5)	(11.1)	(5.4) pts	
	Fleet margins below regulatory limits for CO	%	(65.7)	(57.8)	(7.9) pts	
	Fleet margins below regulatory limits for UHC	%	(74.7)	(66.4)	(8.3) pts	
	Fuel jettison events ²					
	Total events	nos	11	15	(26.7)	
Jettisoned fuel	tonnes	315	448	(29.7)		
Fuel consumption from mobile sources (vehicles and ground service equipment) and stationary equipment ³	Diesel	litres	12,859,473	11,267,981	14.1	
	Petrol	litres	13,075,920	11,337,663	15.3	
	Biodiesel	litres	49,999	0	n/a	

Priority	Performance indicator	Unit	2024-25	2023-24	Higher/(lower)%
Electricity and water ⁴	Electricity consumption	MWh	465,034	431,030	7.9
	Renewable electricity generation and consumption (solar)	MWh	8,285	8,989	(7.8)
	Energy from chilled water consumption (district cooling)	MWh	9,847	10,048	(2.0)
	Potable water consumption	ML	3,099	2,844	9.0
	Treated sewage effluent (TSE) water consumption	ML	286	304	(5.9)
Materials and waste ⁵	Waste directed to disposal				
	Non-hazardous waste landfilled	tonnes	50,843	48,049	5.8
	Non-hazardous waste incinerated (with energy recovery)	tonnes	3,795	600	532.5
	Hazardous waste incinerated (without energy recovery)	tonnes	15	6	150.0
	Hazardous waste landfilled	tonnes	7	n/a	n/a
	Total waste directed to disposal	tonnes	54,660	48,655	12.3
	Waste diverted from disposal				
	Recycled paper and cardboard	tonnes	4,647	3,853	20.6
	Recycled plastic	tonnes	711	878	(19.0)
	Recycled glass	tonnes	485	487	(0.4)
	Other non-hazardous waste diverted from disposal	tonnes	3,370	3,606	(6.5)
	Hazardous waste diverted from disposal	tonnes	60	42	42.9
Total waste diverted from disposal	tonnes	9,273	8,866	4.6	
CO ₂ e emissions ⁶	Scope 1 (direct emissions)				
	Aircraft operations	tonnes	35,047,010	32,870,382	6.6
	Ground operations	tonnes	64,942	56,617	14.7
	Total Scope 1 emissions	tonnes	35,111,952	32,926,999	6.6
	Biogenic emissions (outside of scopes)				
	Aircraft operations (SAF)	tonnes	23,760	4,099	479.7
	Ground operations (biofuels)	tonnes	119	0	n/a
	Total biogenic emissions	tonnes	23,879	4,099	482.6
	Scope 2 (indirect emissions)				
	Electricity	tonnes	185,037	171,507	7.9
	District cooling	tonnes	3,918	3,998	(2.0)
	Total Scope 2 emissions	tonnes	188,955	175,505	7.7
	Scope 3 (other indirect emissions)				
	Category 3: Fuel - and energy - related activities not included in Scope 1 or 2	tonnes	7,364,484	6,904,599	6.7
	Category 5: Waste generated in operations	tonnes	27,090	25,203	7.5
	Total Scope 3 emissions	tonnes	7,391,574	6,929,802	6.7
	Total Scope 1, 2 and 3 CO₂e emissions	tonnes	42,692,481	40,032,306	6.6
Energy consumption (non-renewables and renewables) ⁷	Energy from fuel consumption	TJ	475,100	455,156	4.4
	Energy from renewable fuel consumption (SAF and biofuels)	TJ	332	57	482.5
	Energy from electricity consumption	TJ	1,674	1,552	7.9
	Energy from district cooling	TJ	35	36	(2.8)
	Energy from self-generated renewable electricity (solar)	TJ	30	32	(6.3)
	Total energy consumption	TJ	477,171	456,833	4.5

¹ Passenger-kilometre (PK), freight-tonne-kilometre (FTK) and tonne-kilometre (TK) represent the transport of one passenger, one tonne of freight or one tonne of payload (passengers and freight) over a distance of one kilometre flown. Passengers and freight carried includes actual uplift excluding crew on duty. Kilometres flown is the planned actual ground distance from the Emirates flight planning system, corrected for the effect of wind.

² Fuel is only jettisoned in an inflight emergency situation when it is necessary to lower the aircraft weight to ensure a safe landing.

³ The 2023-24 diesel and petrol consumption figures have been recalculated due to changes in how the fuel management system maps the different business units.

⁴ Excludes some facilities located within Dubai airports due to lack of metered data; however, this year's data includes Emirates Bustanica's electricity and water consumption.

⁵ Aircraft cabin waste remains excluded, and total hazardous waste is reported for the first time in 2024-25. Incinerated waste was previously reported under waste diverted from disposal, but this year it is reported under waste directed to disposal. Therefore, 2023-24 figures have been recalculated to reflect these updates. Note that our waste service provider only began reporting hazardous waste data separately in 2024.

⁶ Scope 1 CO₂e emissions are calculated using the UK Department for Energy Security & Net Zero (DESNZ) and Department for Environment Food & Rural Affairs (DEFRA) Conversion Factors for Company Reporting (2024). Biogenic CO₂ emissions from the combustion of renewable fuel, specifically SAF and biofuels, are reported separately (outside of scopes) to align with GRI and GHG Protocol standards, therefore they are not added to the total CO₂e emissions. Biogenic emissions for SAF are calculated using the ICAO standard CO₂ emissions factor for jet fuel (3.16 kg CO₂ per kg of Jet A/Jet A-1 fuel), and for biofuels, using the UK DESNZ and DEFRA Conversion Factors for Company Reporting (2024). Scope 2 CO₂e emissions are calculated using the DEWA grid emissions factor (2023) for electricity and district cooling in Dubai. Scope 3 CO₂e emissions are calculated using the UK DESNZ and DEFRA Conversion Factors for Company Reporting (2024) and the International Energy Agency Life Cycle Upstream Emission Factors 2023 (Pilot Edition) – Database documentation. Scope 3 Category 3 does not include emissions from SAF and biofuels, pending the future publication of the revised version of the GHG Protocol Land Sector and Removals Guidance.

⁷ Energy consumption is calculated using ISO14083:2023 for the net calorific values of jet fuel and SAF, and the UK DESNZ and DEFRA Conversion Factors for Company Reporting (2024) for AvGas, diesel, biodiesel and petrol.

ENVIRONMENTAL SUSTAINABILITY PERFORMANCE - DNATA

The performance indicators below reflect dnata's operations from its airport handling, catering & retail, and travel businesses, for the financial year ended 31 March 2025. A full list of dnata group companies is available on Pages 242-243. References to Scope 1 and 2 emissions below are based on the GHG Protocol – revised edition (Corporate Accounting and Reporting Standard – Revised Edition, 2004), while references to Scope 3 emissions are based on the GHG Protocol Corporate Value Chain (Scope 3) Standard. dnata's environmental data has been externally verified by Verifavia.

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Priority	Performance indicator	Unit	2024-25	2023-24	Higher/(lower) %
Fuel consumption from mobile sources (vehicles and ground service equipment) and stationary equipment	Total diesel consumption	litres	42,678,443	41,986,973	1.6
	- Airport Operations	litres	37,411,427	36,535,219	2.4
	- Catering & Retail	litres	4,854,321	5,036,532	(3.6)
	- Travel	litres	412,695	415,222	(0.6)
	Total petrol consumption	litres	5,403,532	5,084,381	6.3
	- Airport Operations	litres	4,060,285	3,852,135	5.4
	- Catering & Retail	litres	496,655	423,074	17.4
	- Travel	litres	846,592	809,172	4.6
	Total alternative fuel consumption (Liquefied Natural Gas, Liquid Petroleum Gas)	litres	1,109,446	931,500	19.1
	- Airport Operations	litres	119,619	41,943	185.2
	- Catering & Retail	litres	966,834	872,801	10.8
	- Travel	litres	22,993	16,756	37.2
	Total renewable fuel consumption ¹ (Biodiesel, R20, HVO, E10)	litres	2,492,223	708,860	251.6
	- Airport Operations	litres	2,469,579	690,258	257.8
	- Catering & Retail	litres	2,177	1,379	57.9
- Travel	litres	20,467	17,223	18.8	
Electricity, facility gas and water ²	Total electricity consumption	MWh	181,166	181,449	(0.2)
	- Airport Operations	MWh	83,986	85,227	(1.5)
	- Catering & Retail	MWh	82,603	80,410	2.7
	- Travel	MWh	14,577	15,812	(7.8)
	Total facility gas consumption	MWh	59,276	56,202	5.5
	- Airport Operations	MWh	5,677	3,611	57.2
	- Catering & Retail	MWh	53,380	52,439	1.8
	- Travel	MWh	219	152	44.1
	Total renewable electricity generation and consumption	MWh	4,032	4,379	(7.9)
	- Airport Operations	MWh	3,275	3,592	(8.8)
	- Catering & Retail	MWh	757	787	(3.8)
	Total purchased renewable electricity	MWh	20,101	19,396	3.6
	- Airport Operations	MWh	4,768	4,551	4.8
	- Catering & Retail	MWh	14,283	13,379	6.8
	- Travel	MWh	1,050	1,466	(28.4)
Total water consumption	ML	1,278	1,284	(0.5)	
- Airport Operations	ML	250	244	2.5	
- Catering & Retail	ML	982	992	(1.0)	
- Travel	ML	46	48	(4.2)	
Materials and waste	Waste directed to disposal ³				
	Total waste landfilled	tonnes	42,844	40,851	4.9
	Total waste incinerated (with and without energy recovery)	tonnes	22,942	14,658	56.5
	Total waste directed to disposal	tonnes	65,786	55,509	18.5
	Waste diverted from disposal				
Total waste recycled, reused or composted	tonnes	64,060	62,564	2.4	
CO ₂ e emissions ⁴	Scope 1 – Ground operations and company facilities (direct emissions)				
	- Airport Operations	tonnes	110,469	107,055	3.2
	- Catering & Retail	tonnes	25,185	25,293	(0.4)
	- Travel	tonnes	3,166	3,008	5.3
	Total Scope 1 emissions	tonnes	138,820	135,356	2.6

Priority	Performance indicator	Unit	2024-25	2023-24	Higher/(lower) %
CO ₂ e emissions ³ (continued)	Biogenic emissions from biofuels (outside of scopes) ¹				
	- Airport Operations	tonnes	5,965	1,676	255.9
	- Catering & Retail	tonnes	5	3	66.7
	- Travel	tonnes	49	41	19.5
	Scope 2 – Electricity (indirect emissions)				
	- Airport Operations	tonnes	31,628	30,869	2.5
	- Catering & Retail	tonnes	39,726	39,985	(0.6)
	- Travel	tonnes	6,895	7,650	(9.9)
	Total Scope 2 emissions	tonnes	78,249	78,504	(0.3)
	Scope 3 (other indirect emissions)				
	Category 3: Fuel - and energy - related activities not included in Scope 1 or 2 ⁵	tonnes	52,077	50,856	2.4
	Category 5: Waste generated in operations	tonnes	23,685	23,877	(0.8)
	Total Scope 3 emissions	tonnes	75,762	74,733	1.4
	Total Scope 1, 2 and 3 CO₂e emissions	tonnes	292,831	288,593	1.5
Energy consumption ⁶	Energy from fuel consumption				
	- Airport Operations	TJ	1,476	1,455	1.4
	- Catering & Retail	TJ	214	218	(1.8)
	- Travel	TJ	44	42	4.8
	Total energy from fuel consumption	TJ	1,734	1,715	1.1
	Energy from renewable fuel consumption				
	- Airport Operations	TJ	82.8	23.6	250.8
	- Catering & Retail	TJ	0.074	0.037	100.0
	- Travel	TJ	0.670	0.558	20.1
	Total energy from renewable fuel consumption	TJ	83.5	24.2	245.3
	Energy from electricity consumption				
	- Airport Operations	TJ	323	320	0.9
	- Catering & Retail	TJ	490	478	2.5
	- Travel	TJ	53	57	(7.0)
	Total energy from electricity consumption	TJ	866	855	1.3
	Energy from gas consumption				
	- Airport Operations	TJ	20	13	53.8
	- Catering & Retail	TJ	192	189	1.6
	- Travel	TJ	1	1	0.0
	Total energy from gas consumption	TJ	213	203	4.9
	Energy from renewable electricity consumption				
	- Airport Operations	TJ	17	16	6.3
	- Catering & Retail	TJ	51	49	4.1
	- Travel	TJ	4	5	(20.0)
	Total energy from renewable electricity consumption	TJ	72	70	2.9
	Energy from self-generated electricity (solar)				
	- Airport Operations	TJ	12	13	(7.7)
	- Catering & Retail	TJ	3	3	0.0
	Total energy from self-generated electricity	TJ	15	16	(6.3)
	Total energy consumption	TJ	2,983	2,883	3.5

1 Biogenic CO₂e emissions from the combustion of renewable fuel, specifically biodiesel, HVO, renewable diesel and E10, are reported independently (outside of scopes) to align with the GRI and GHG Protocol, and therefore are not added to the total CO₂e emissions. In 2023-24, renewable fuel was reported as a total blend under 'Other Fuels', inclusive of the diesel and petrol portions, however from 2024-25, the fossil fuel fraction has been captured under diesel/petrol consumption only. In addition, in 2023-24, non-fossil-based fuels were reported under 'Other Fuels', but in 2024-25, these fuels have been split into 'Alternative Fuels' and 'Renewable Fuels'.

2 Where electricity, water and/or waste data is not provided by the landlord, assumptions have been used to calculate consumption based on 2023-24 externally verified data or operational knowledge. In 2024-25, data for Imagine Cruising has been included within the inventory, however data for recently launched operations in 2025, such as Rome Fiumicino Ground Handling, will be reported from 2025-26.

3 Incinerated waste was previously reported under waste diverted from disposal, but this year it is reported under waste directed to disposal in accordance with GRI 306-5 guidance. Therefore, 2023-24 figures have been recalculated to reflect these updates.

4 Scope 1, 2 and 3 CO₂e emissions are calculated using the UK Department for Energy Security & Net Zero (DESNZ) and Département for Environment, Food and Rural Affairs (DEFRA) Conversion Factors for Company Reporting (2024) and the International Energy Agency Emission Factors 2023 Edition Database, with the exception of Dubai where the DEWA factor has been used.

5 Scope 3 Category 3 does not include emissions from biofuel, pending the future publication of the revised version of the GHG Protocol Land Sector and Removals Guidance.

6 Energy consumption has been calculated using net calorific values provided in the UK Department for Environment, Food and Rural Affairs (DEFRA) Conversion Factors for Company Reporting (2024)

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Consuming responsibly

Our approach to sustainability extends to working with our supply chain, and prioritising the adoption of ethical standards and environmentally responsible products and services. In our own operations, we maintain a strong focus on reducing waste and support the adoption of best practices.

Waste minimisation

We are taking a bold stance on waste, minimising it across our operational, commercial and residential facilities. Onboard, we have scaled up our efforts to reduce single-use plastic. This year, Emirates used 25 million tea and coffee wood stirrers and paper straws in place of plastic items.

Emirates maintained our closed-loop recycling initiative, in which damaged or unusable meal service items – such as plastic trays, bowls, snack containers and casserole dishes – are recycled into new ready-to-use meal service products.

The Sevens Stadium, which hosts Emirates Dubai 7s, one of the largest sporting events in the GCC region, has focused on reducing waste and increasing recycling. This year, its on-site segregation helped to divert 78% of waste from landfill.

Across dnata, waste reduction is a priority. Several catering businesses network-wide have eliminated single-use plastics. dnata Catering UK replaced plastic cutlery with wooden alternatives, saving 25 tonnes of plastic in 6 months. In Australia, by replacing traditional plastic wrap with reusable strapping, we improved environmental impact, safety, and operational efficiency.

dnata is also driving change at an industry level. As a member of the Air Cargo Belgium Innovation and Sustainability Steering Group, we are collaborating

with peers to tackle global cargo waste and exploring ways to reduce single-use consumables across the logistics chain. We have already achieved zero-waste-to-landfill operations in the Netherlands, Italy and Belgium and signed contracts in the UK to achieve similar outcomes.

We launched the second edition of *Aircraft* by Emirates, a limited-edition luggage collection made of upcycled materials from retrofitted aircraft. Emirates has committed to recovering and repurposing over 50,000 kg of materials from aircraft that are being retrofitted.

Our amenity kits tell a similar story. Designed for durability, they include belt bags, duffel bags, complimentary toy bags and backpacks made from recycled plastic bottles and other alternative materials. We are also flying the flag for circularity with Emirates Team New Zealand. In October, we launched Neo, a limited-edition tote and duffel bag collection made from 95% upcycled racing sails, including those used at previous competitions dating back to 2011.





Water recycling

Water is a precious resource, and we are taking steps to conserve, recycle and reuse it across our operations.

At the Emirates Engine Maintenance Centre, we recover and recycle around 500,000 litres of water each year through a vacuum distillation plant that cleans engine parts more efficiently. This advanced system evaporates contaminated water, improving energy efficiency and water quality.

At the Sevens Stadium, modern watering systems use 300 million litres of non-potable water every year to maintain the grass, significantly reducing demand for fresh water.

Water saving solutions rolled out during the Emirates Dubai 7s tournament included waterless urinals and washbasins that reduced water consumption from 7.5 to 1.9 litres per minute. In employee accommodation, we connected water dispensers to the utility provider's supply, and reduced plastic bottle usage by providing large refillable ones to teams and clubs.

At Bustanica, nutrient-rich water is recirculated continuously and precisely to each crop, eliminating nutrient leaching into the soil, which is a concern with conventional agriculture. Its hydroponic cultivation uses up to 95% less water (15 litres for 1 kg) than traditional outdoor farming (317 litres for 1 kg), saving 250 million litres of water, and 1,000 MW in the production of water, every year.

At dnata's Dubai cargo warehouses, our newly introduced reverse osmosis plant reuses 5,000 litres of condensed water from cooling systems for washing and cleaning purposes daily. In the Philippines, rainwater harvesting systems are in place for cleaning and sanitation. Unused potable water from trucks is saved and repurposed.

Preserving wildlife and habitats

We remain deeply committed to the protection of wildlife and natural habitats as part of our environmental sustainability framework. We take an active role in conservation, awareness-building and efforts to combat illegal wildlife trafficking. Through strategic partnerships and local engagement, we continue to advocate for biodiversity, provide environmental stewardship, and strengthen conservation efforts.

Conserving habitats

Emirates continues to support the Dubai Desert Conservation Reserve (DDCR), Dubai's largest national park, covering 5% of the emirate's total land area. The reserve protects a fragile ecosystem that is made up of more than 74 species of flora, 144 bird species, 18 mammal species and 26 reptile species.

Our efforts extend across continents. Our investments of over AU\$ 125 million in Wolgan Valley, one of the world's first carbon-neutral conservation resorts in the UNESCO World Heritage-listed Greater Blue Mountains in Australia, have included planting more than 175,000 native trees and shrubs across the site.

We expanded our green spaces at the Sevens Stadium by planting 100 more ghaf trees, the UAE's national tree, which now total over 1,000 on site. Across the Group, our people are helping to drive impact. At dnata, we continue to support biodiversity projects globally, including cleanup campaigns and mangrove planting.

7 September

Hosts IUCN vulture specialist, Dr. Panayiotis Azmanis, to raise awareness of vultures and the critical role they play in the desert ecosystem



Protecting wildlife

Emirates has a zero-tolerance policy on the transport of banned species, hunting trophies, or any products associated with illegal wildlife activities. We continue to support the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) and are a founding signatory of the Buckingham Palace Declaration. As an active member of the United for Wildlife (UfW) Transport Taskforce, we also serve on the steering committee of the UfW Middle East and North Africa (MENA) chapter, advocating for wildlife protection within aviation.

To support frontline detection, we have rolled out specialised wildlife awareness training to over 36,000 employees worldwide, including cabin crew, security and ground handling employees, empowering teams to identify signs of trafficking in our operations. Dedicated reporting channels enable the confidential and efficient reporting of suspected incidents across our global network.

dnata also enforces a strict zero-tolerance stance on the handling of banned species, hunting trophies or any products associated with illegal wildlife activities. During the year, we joined the UfW MENA chapter and are now contributing to a newly formed strategic working group to strengthen industry response. Looking ahead, in Dubai we aim to expand our IEnvA certification to include the Illegal Wildlife Trade (IWT) module. This certification will help to enhance employee and stakeholder awareness about the nature, scale and consequences of the illegal wildlife trade.

DDCR milestones

10 September

Successfully collars an Arabian red fox, the first in DDCR's history, with the GPS set to provide insights into fox movements and their usage of different habitats in the reserve



23 October

Together with Sand Sherpa and Royal Grammar School plants 53 ghaf trees at its visitor centre



26 October

Hosts presentations by evolutionary biologist, Theo Busschau, and reptile expert, Nasser Obeidat, to celebrate Reptile Awareness Day



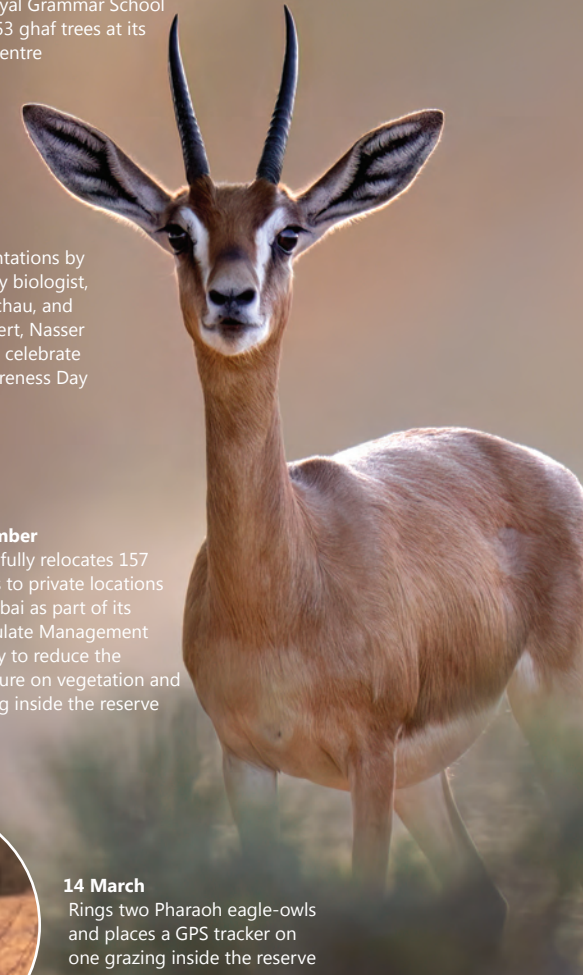
21 November

Successfully relocates 157 oryxes to private locations in Dubai as part of its Ungulate Management Policy to reduce the pressure on vegetation and grazing inside the reserve



14 March

Rings two Pharaoh eagle-owls and places a GPS tracker on one grazing inside the reserve



ELR and MMI

Sustainability is deeply embedded in our operations, from reducing environmental impact to supporting communities. Last year, we extended our efforts across recycling, conservation, and social responsibility. Key highlights included our mangrove restoration projects via our continued partnership with Concha y Toro and Jebel Ali Wildlife Sanctuary, doubling the planting of mangrove trees to 4,000, and our global involvement in World Cleanup Day.

We continued to set ambitious waste recovery targets, ensuring our growth aligns with responsible business practices, leading to recycling 4,590 tonnes of pallets, paper, glass bottles, cardboard and plastic.



EKFC

As a leader in sustainable catering, EKFC continues to drive impactful environmental change. Solar panels at our facilities generated about 4,000 MWh, reducing emissions by 1,600 tonnes of CO₂e. Our LFC-50 biodigester processes up to 150 kg of food waste daily, converting it into greywater and reducing landfill waste and carbon emissions. This year, it processed 74,550 kg of food waste, reducing carbon emissions by 317 tonnes.

We introduced electric vehicles in our landside and airside fleets, cutting carbon emissions while optimising efficiency and operational costs. Linencraft's transition to compressed natural gas (CNG) will avoid 7,000 tonnes of CO₂ emissions over the next decade, with plans to cut an additional 3,000 tonnes annually. We also contributed 1,960 kg of aluminium cans to the Emirates Environmental Group's Can Collection Drive. With our farm-to-fork initiative, freshly harvested lettuce from Bustanica feature in Emirates' 28,000 Economy Class salads daily, reducing the airline's environmental footprint, and offering customers pesticide- and germicide-free greens of superior quality.

Innovative packaging initiatives – such as replacing plastic sandwich packaging with food-safe cardboard – are cutting 45,000 kg of plastic waste every year. We crafted 47 innovative recipes using production trimmings, turning potential waste into dishes served in airport lounges, employee restaurants and retail outlets.

We are also developing bespoke X-ray screening solutions for bulk meals, thereby elevating food safety and security, and reducing waste.

AI-driven automation and smart camera technology are transforming meal production, boosting quality and efficiency, and helping monitor waste.



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1 May
Partners with Aviation Impact Accelerator, based at the University of Cambridge, pledging funding for research and development into emissions reduction pathways



15 May
Takes its first delivery of SAF at LHR



5 June
Launches Aircraft Kids, backpacks made by upcycling and repurposing materials from retrofitted aircraft



7 June
Becomes the first international airline to join the Aviation Initiative for Renewable Energy in Germany



13 June
Begins using SAF on flights departing from SIN airport, marking its inaugural SAF investment in Asia



5 September
Leverages GE's FlightPulse app for all pilots, enhancing fuel efficiency and safety by providing real-time operational insights



3 October
Launches a large-scale solar energy project at the Emirates Engineering Centre in Dubai, which will meet 37% of the centre's power demand



19 November
Joins the Move to -15°C global coalition, becoming the first airline to support the initiative



23 November
Supports the launch of Dubai Reef, a sustainability initiative contributing to marine conservation efforts



26 March
The Group partners with Moro Hub, the world's largest solar-powered data centre in Dubai, to co-locate its IT infrastructure



22 April
On Earth Day, plants 28 ghaif trees at the Lisaili desert camp to symbolise COP28



20 May
Launches the dnata Bee Guide (nest and hive detection and management) and sponsors a beehive in partnership with the UAE Beekeepers Association



27 June
The Clark contact centre participates in a recyclable waste collection drive, gathering over 200 kg of materials for responsible disposal

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10 July
Begins a 6-month trial with ExxonMobil in Singapore on renewable diesel (R20), which reduces lifecycle GHG emissions by 15.4% compared to conventional diesel



1 October
Transitions 70 heavy goods vehicles at LHR to 90% Hydrotreated Vegetable Oil, saving 2,400 tonnes of CO₂e annually across the fuel's lifecycle



1 November
Trials its first 100% electric catering truck in Prague, advancing low-carbon technologies



5 December
Breaks ground on a new 57,000 m² warehouse in Dubai South, designed in compliance with LEED standards



1 August
Deploys 24 electric tugs at São Paulo's Guarulhos International Airport, preventing over 420 tonnes of annual CO₂ emissions



6 November
Installs 986 solar panels on the roof of its dnata City East cargo facility at LHR, generating 442 MWh of energy annually, enough to power the entire site



27 December
Acquires new hybrid transfer transporters at DWC to support the growth of cargo operations



5 September
Transitions to a biodiesel blend for all non-electric airside vehicles and GSEs at DXB, cutting lifecycle CO₂e emissions by over 3,500 tonnes annually



10 October
Adds 14 electric GPUs at DXB, reducing fuel use by 550,000 litres annually



15 November
Plants 450 mangroves with the Emirates Marine Environmental Group at Jebel Ali Wildlife Sanctuary, and aims to plant 10,000 more



30 December
dnata4good installs a river interceptor on Weres Lake in Colombo to prevent waste from entering the ocean, and then disposes the waste responsibly



6 September
Takes delivery of 20 electric forklifts at SIN airport, bringing its cargo facility's electric equipment usage to over 80%



11 October
Completes its first fully electric pushback operation in Australia



28 November
Becomes Europe's first ground service provider to receive IEnvA certification at AMS airport



31 December
Increases purchased solar energy by 150% in Brazil, while recycling 10,500 litres of lubricating oil from GSE workshops through a national partnership



27 September
Installs solar panels at the Prague catering facility, generating 131 MWh of electricity and reducing CO₂e emissions by 113 tonnes annually



23 October
Completes internal IEnvA assessments across major UAE operations, building on its 2023 certification

