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Sustainability Disclosure Topics & Accounting Metrics

GREENHOUSE GAS EMISSIONS	TR-AL-110a.1	**Gross global Scope 1 emissions**	Gross global Scope 1 emissions: 29.16 million tonnes, (2023: 26.82 million tonnes), thereof 29.07 million tonnes caused by flights of Lufthansa Group aircraft. Specific CO_2 emissions per tonne-kilometre decreased by 1% to 827 grammes (2023: 836 grammes). Specific CO_2 emissions per passenger-kilometre were 1% lower than in the previous year at 87.5 grammes (2023: 88.7 grammes). Scope 1 incorporates GHG emissions from flight and ground operations, especially those produced from burning kerosene in flight operations and engine test rigs, from heating oil and gas consumption in buildings and from diesel and petrol consumption in the vehicle fleet. The emissions factors for kerosene as well as liquid and gaseous fuel and combustibles are taken from the ISO 14083 standard. The ISO 14083 standard was selected based on the fact that it is a general, internationally recognised standard for calculating GHG emissions in the transport sector. As ISO 14083 does not include the energy sources heating oil and natural gas, the BAFA (German Federal Office for Economic Affairs and Export Control) carbon emissions factors have been used for these two energy sources.	**Annual Report 2024** (Combined non-financial declaration) **Fact Sheet Sustainability 2024**

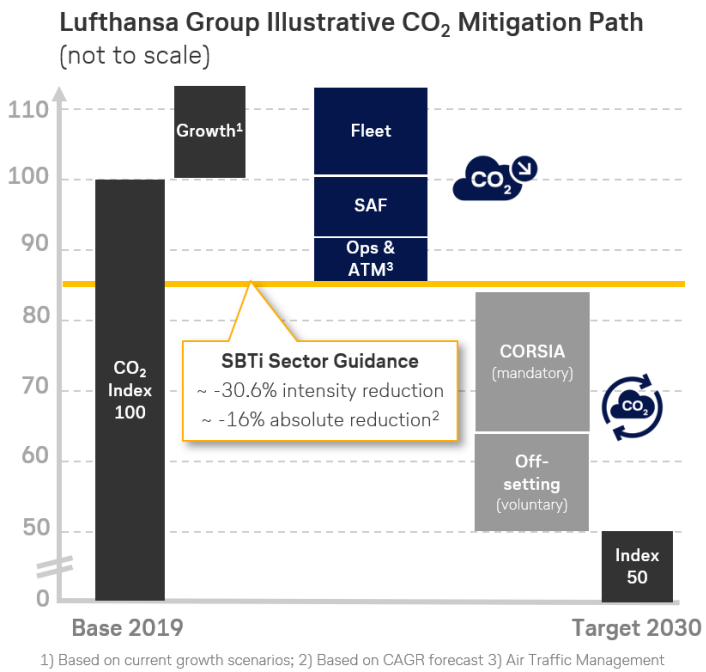
GREENHOUSE GAS EMISSIONS	TR-AL-110a.1		The emissions from flight operations are calculated on the basis of actual transport performance and thus on actual load factors and the actual absolute quantity of kerosene consumed in the reporting year. Transport performance is measured in tonne-kilometres. For passengers and their luggage, an average of 100 kilograms is the standard estimate; for freight, its scale weight. The distances used in the calculations are great-circle distances. By using Sustainable Aviation Fuel (SAF) 71,952 tonnes CO_2 were reduced in the year 2024. Of this amount, 63,943 tons were accounted for by direct savings in the combustion of SAF (Scope 1) and 8,009 tons by savings in the upstream supply chain production and transport, Scope 3 (the emission factor used is based on the Global Logistics Emissions Council Framework). Both figures refer to the comparison with the use of fossil kerosene. Scope 1 data according to GHG Protocol audited with reasonable assurance by Müller-BBM, Cert GmbH and to the requirements of ISO 14064-3.	
	TR-AL-110a.2	**Discussion of long-term and short-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and**	The Lufthansa Group supports IATA's emission reduction targets aimed at reducing net carbon emissions to zero by 2050 (net zero target). In addition, the Lufthansa Group has joined the First Movers Coalition of the World Economic Forum. This	**Annual Report 2024** (Combined non-financial declaration) **Fact Sheet Sustainability 2024**

GREENHOUSE GAS EMISSIONS	TR-AL-110a.2	**an analysis of performance against those targets**	initiative aims to use at least 5% SAF in 2030, with an emissions advantage of at least 85% compared to fossil fuel. These two aspects surpass the statutory obligations, since this 5% refers to the total fuel requirements of the Lufthansa Group (not just fuel taken on board in Europe) and the emissions advantage of SAF required in the EU is just 65%. To enable the continuous procurement of SAF on the spot market, up to USD 250 million has been released by the Executive Board of Deutsche Lufthansa AG. **Lufthansa Group also defines its own expanded emission reduction targets** Lufthansa Group has defined its own carbon reduction targets which demonstrates its ambition. The Lufthansa Group's carbon emissions reduction target was successfully validated by the SBTi in the summer of 2022. The SBTi develops sector-specific criteria for climate protection, applies these criteria in participating companies and validates the corresponding corporate targets. With its SBTi validation, the Lufthansa Group became the first airline group in Europe and has been among the first three airlines worldwide with a scientifically profound CO_2 reduction target in line with the goals of the Paris Agreement of 2015. Specifically, and in accordance with the SBTi guidance, the Lufthansa Group has committed to reducing its carbon intensity, i.e. its carbon emissions

GREENHOUSE GAS EMISSIONS	TR-AL-110a.2		per transported tonne-kilometre (passenger and cargo), by 30.6% in the period from 2019 to 2030. This target may only be achieved by reducing fuel consumption or by substituting fossil fuel with SAF. Lufthansa Group is also reporting on the status of its CO_2 intensity reduction target, which came to 3.8% below base year 2019. Over and above the reduction required by the SBTi targets, the Lufthansa Group aims to achieve its self-imposed target of cutting net carbon emissions in half by 2030 compared to 2019. From the Lufthansa Group's perspective, this science-based reduction target is intended to provide a defined path to future-proof growth. Lufthansa Group´s reduction path explains the plan to achieve this and how the business will develop accordingly.	

GREENHOUSE GAS EMISSIONS

TR-AL-110a.2



Of the seven greenhouse gases listed in the Kyoto Protocol, Lufthansa Group aircraft emits only CO_2.

Within the scope of the long-term variable remuneration of the Executive Board, the Supervisory Board regularly defines an environmental target as one of the strategic and sustainability targets. The reduction of specific carbon emissions has been regularly defined as a core focus for the long-term variable remuneration since 2022. This was derived from the current corporate strategy, according to which the reduction targets are based on the indicator grammes CO_2 per tonne-kilometre transported, in line with the target system for the

GREENHOUSE GAS EMISSIONS	TR-AL-110a.2		validated SBTi targets. The indicator grammes of CO_2 per revenue tonne-kilometre shows the CO_2 - intensity – i.e. the CO_2. Current measures include the continued implementation of the mandatory increase in energy efficiency, the start of implementing an energy management certification in accordance with ISO 50001 (by July 2025) and the beginning of the implementation and collection of the first energy data with a Group-wide energy database. These measures are intended to achieve an increase in energy efficiency, a higher share of renewable energy and a reduction in Scope 1 and Scope 2 GHG emissions attributable to ground-based activities. The time horizon for these measures is long term: for ground mobility by 2030 and for all other measures by 2045. Furthermore, since 2019, the Lufthansa Group has been offsetting the carbon emissions from its employees' duty flights globally. In 2024, 84,000 tonnes of CO_2 were compensated. For more details on emissions KPI´s, measures and achievements for 2024 see Lufthansa Group Annual Report p.162ff and/or the Sustainability Fact Sheet 2024 p.9-19	
	TR-AL-110a.3	**(1) Total fuel consumed**	396 million gigajoules	**Annual Report 2024** (Combined non-financial declaration)

GREENHOUSE GAS EMISSIONS	TR-AL-110a.3	**(2) percentage alternative**	0.2% By using Sustainable Aviation Fuel (SAF) 71,952 tonnes CO_2 were reduced in the year 2024. Of this amount, 63,943 tons were accounted for by direct savings in the combustion of SAF (Scope 1) and 8,009 tons by savings in the upstream supply chain production and transport, Scope 3 (the emission factor used is based on the Global Logistics Emissions Council Framework). Both figures refer to the comparison with the use of fossil kerosene.	**Fact Sheet Sustainability 2024**
		(3) percentage sustainable	0.2% By using Sustainable Aviation Fuel (SAF) 71,952 tonnes CO2 were reduced in the year 2024. Of this amount, 63,943 tons were accounted for by direct savings in the combustion of SAF (Scope 1) and 8,009 tons by savings in the upstream supply chain production and transport, Scope 3 (the emission factor used is based on the Global Logistics Emissions Council Framework). Both figures refer to the comparison with the use of fossil kerosene.	
LABOR PRACTICES	TR-AL-310a.1	**Percentage of active workforce covered under collective bargaining agreements**	Of 69,971 Lufthansa Group employees in Germany (as of 31 December 2024), 77% benefit directly from collective bargaining arrangements. The remainder are largely manager and non- pay-scale employees in senior positions.	**Fact Sheet Sustainability 2024**

LABOR PRACTICES	TR-AL-310a.1		98% employees of Austrian Airlines in Europe and 85% employees of SWISS benefit from collective bargaining agreements.
	TR-AL-310a.2	**(1) Number of work stoppages**	**Ground staff** (Gewerkschaft ver.di): • 7–8 February 2024 (Duration: 27 hours); involved: Group consolidated companies • 19–21 February 2024 (Duration: 35 hours); involved: Group consolidated companies • 28 February–1 March 2024 (Duration: 66 hours); involved: Group consolidated companies • 2-3 March 2024 (Duration: 18 hours); involved: Lufthansa Cargo • 6-9 March 2024 (Duration: 59 hours); involved: Group consolidated companies Due to a revised calculation methodology, this year's data is not directly comparable to last year's figures.
		(2) Total days idle	0 days
COMPETITIVE BEHAVIOR	TR-AL-520a.1	**Total amount of monetary losses as a result of legal proceedings**	In 2024, no fines were imposed on Lufthansa Group due to legal proceedings associated with anticompetitive behavior.

		associated with anticompetitive behavior regulations		
ACCIDENT & SAFETY MANAGEMENT	TR-AL-540a.1	**Description of implementation and outcomes of a Safety Management System**	Ensuring in-flight safety and passenger well-being is a top priority for the Lufthansa Group. In order to meet this requirement, all airlines in the Lufthansa Group have a comprehensive safety management system. The Lufthansa Group has introduced an occupational safety management system that covers 100 % of Lufthansa Group employees and is based on the Group policy approved by the Group Executive Board. All of the Company's own workforce are covered by a management system. As part of its Safety Guideline, the Lufthansa Group commits to transparent and efficient management of its safety processes. A central element is the Lufthansa Group Safety Management System (SMS), which aims for uniform standards and close cooperation within the Lufthansa Group airlines as well as with central functions of the Lufthansa Group. The Lufthansa Group Safety Management System covers numerous safety-relevant topics, including: — Safety Policy and mission statement — Identification and management of significant risks	**Annual Report 2024** (Combined non-financial declaration)

ACCIDENT & SAFETY MANAGEMENT	TR-AL-540a.1		— Linking of Group safety processes and individual passenger airline processes — Audits and compliance-monitoring — Safety research and development — Risk management, including fatigue risk management and operational risk evaluation — Safety promotion through training, communication and stakeholder management The Lufthansa Group Safety Management System is guided by the Minimum Group Safety Standards and the Group Safety References, which represent binding requirements for safety management, compliance monitoring and risk management within the Lufthansa Group airlines. The Policy is implemented Group-wide and is continuously developed to meet the Lufthansa Group's high standards regarding safety and compliance. Responsibility for safety management processes lies with the Group Safety Committee, supported by the Group Safety Pilot, the Group Officer for Safety and Compliance Monitoring Management / Security and Crisis Management, and the Flight Safety Committees of the passenger airlines. Compliance with safety standards is continuously monitored	

ACCIDENT & SAFETY MANAGEMENT	TR-AL-540a.1		through Lufthansa Group safety monitoring. External standards, such as the IATA Operational Safety Audit (IOSA) for air transport operators, are integrated into the Security Management System. As part of its comprehensive safety management system, Lufthansa Group cabin crew receive first aid training to assist passengers who experience medical issues onboard. Since 2006, the Lufthansa Group has also offered the “Doctor on Board” programme. It is specifically aimed at doctors who can provide medical support during in-flight emergencies. The programme’s objective is to improve on-board medical care and safeguard passenger health. Doctors participating in the programme can voluntarily register and are recorded in the Lufthansa Group system. In the event of a medical emergency onboard, flight attendants can directly request assistance from these registered doctors. The effectiveness of the programme is measured through customer satisfaction surveys conducted after flights. Lufthansa Aviation Training employs qualified personnel and certified simulators. This is intended to ensure that licensing and safety-related training meets all legal requirements set by the German Federal Aviation Authority and the European Union Aviation Safety Agency (EASA) and that onboard personnel are optimally prepared for flight operations. It also mitigates operational risks and enhances both passenger health protection and flight	

ACCIDENT & SAFETY MANAGEMENT	TR-AL-540a.1		safety. The goal is to ensure that trained personnel uphold the Lufthansa Group's standard and maintain passenger safety. The company defines liability provisions in its framework agreements to regulate responsibilities in the event of damages. **The Lufthansa Group's occupational safety guideline protects health** The globally applicable Lufthansa Group occupational safety guideline provides the central framework for safety and health at work in the Lufthansa Group. It requires that board members, managers and employees fully comply with the applicable occupational health and safety rules worldwide. The objective is to protect employees, contractors, and third parties from health risks. This includes work-related accidents and occupational hazards, as well as ensuring humane working conditions. The guideline covers all relevant regulatory content, outlines responsibilities, describes the organisational structure of the occupational safety function, and defines escalation levels and approval requirements. **Accident figures enable effectiveness audits** In 2024, a total of 1,357 workplace accidents occurred that resulted in at least one calendar day of absence. This corresponds to a rate of 9.4 workplace accidents per 1 million working hours. The data collection comprises all individual legal entities within the scope of non-financial reporting.	

ACCIDENT & SAFETY MANAGEMENT	TR-AL-540a.2	**Number of aviation accidents**	1
	TR-AL-540a.3	**Number of governmental enforcement actions of aviation safety regulations**	0

Activity Metrics

SASB CODE	ACTIVITY METRIC	LUFTHANSA GROUP RESPONSE	REFERENCE
TR-AL-000.A	Available seat kilometres (ASK)	326,176 million	Annual Report 2024 p.3
TR-AL-000.B	Passenger load factor	83.1 %	Annual Report 2024 p.3
TR-AL-000.C	Revenue passenger kilometres (RPK)	271,038 million	Annual Report 2024 p.3
TR-AL-000.D	Revenue ton kilometres (RTK)[1]	35,024 million	Fact Sheet Sustainability 2024 p.3
TR-AL-000.E	Number of departures[2]	991,752	Annual Report 2024 p.3
TR-AL-000.F	Average age of fleet	14 years	Annual Report 2024 p.26

1 Lufthansa discloses data as “Tonne kilometres (TKT)”.

2 Lufthansa discloses routes (customer perspective). A route may comprise several legs, e.g. stopovers.

Editorial information

Published by
Deutsche Lufthansa AG
Venloer Str. 151–153
D-50672 Cologne

Entered in the Commercial Register of Cologne
District Court under HRB 2168

Copy deadline
June 4th, 2025

Photo credits title
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Contact

Claudia Hügel
+49 69 696 54050
Deutsche Lufthansa AG
ESG- Rating and Reporting
Lufthansa Aviation Center
Airportring
D-60546 Frankfurt/Main
claudia.huegel@dlh.de

You will find further information on sustainability within the Lufthansa Group at:
↗ www.lufthansagroup.com/en/responsibility

View the Annual Report 2024 including the non-financial declaration at:
↗ https://investor-relations.lufthansagroup.com/en