

H₂MOBILITY



SUSTAINABILITY REPORT 2023

#FuellingProgress

As mobility transitions, passenger and freight transportation face a radical transformation. At H2 MOBILITY, we believe that a mobility transition is needed which protects the environment while also offering ready-to-use alternatives. Even though the mobility transition is much more than just replacing drive types, these do play a crucial role in drastically reducing emissions in the transport sector in line with the German government's climate targets by 2045.

By building a hydrogen refuelling station infrastructure, we are making a significant contribution to achieving the German and European climate targets, particularly with regard to the drive transition.

We already operate Europe's largest network of public hydrogen refuelling stations. With the ramp-up of electrolysis capacities for the production of hydrogen from wind and solar energy, we are continuously increasing the proportion of renewable hydrogen in the station network. Our goal is to convert 100% of



the network to climate-friendly, renewable hydrogen by 2028.

As a pioneer in the field of hydrogen mobility, we are already helping to reduce our dependence on fossil fuels. We voluntarily publish this ESG (environmental, social, and governance) report because we believe that transparency is an essential part of responsible corporate governance, and forms the basis for the trust of our stakeholders. By reporting openly on our ESG performance (Environmental, Social, and Governance), we aim not only to be accountable, but also to promote dialogue with our stakeholders and deepen their understanding of hydrogen mobility.



Martin Jüngel, CFO Frank Fronzke, COO
Managing Directors H2 MOBILITY

1. EU Taxonomy

The EU Taxonomy Regulation (EU 2020/852) and the applicable delegated acts contain detailed criteria for assessing the environmental, social and corporate sustainability of economic activities. The aim of the EU Taxonomy is to promote investment in sustainable activities through a standardised definition of sustainability and binding disclosure requirements.

H2 MOBILITY has opted for voluntary reporting based on the current regulation, as we acknowledge that transparency regarding progress in the energy and mobility transition is important for achieving the EU climate targets.

2. Taxonomy eligibility

H2 MOBILITY's business activities centre around the construction and operation of hydrogen refuelling stations. Within the EU Taxonomy, these activities correspond to '6.15. Infrastructure enabling low-carbon road transport and public transport'. Activity 6.15 includes, among other things, the infrastructure for the operation of zero-CO₂-emission vehicles powered by hydrogen.

The construction and operation of hydrogen refuelling stations supports the long-term development of the hydrogen mobility market

and the use of green hydrogen for the gradual development of carbon-neutral mobility. With regard to the EU Taxonomy, these activities can be assigned to the climate objective of mitigating climate change and are therefore 100% taxonomy-eligible.

3. Taxonomy alignment

H2 MOBILITY's clear focus on the construction and operation of hydrogen refuelling stations means that the three taxonomy-related performance indicators for revenue, investment, and operating costs are highly compliant with the EU Taxonomy.

The majority of revenue (95%) is directly related to the construction and operation of hydrogen refuelling stations.

As for investments, 99% flow into the construction, expansion and development of hydrogen refuelling stations; these are therefore also highly taxonomy-aligned. And 100% of the relevant operating costs can be considered taxonomy-aligned. A detailed presentation of the taxonomy-related performance indicators is provided in Section 5 and in Appendices A1 to A3.

4. Assessing taxonomy eligibility and taxonomy alignment

The procedures for assessing taxonomy-eligibility and alignment follow H2 MOBILITY's internal guidelines, based on our understanding of the EU Taxonomy and the associated delegated acts. These internal guidelines include specific requirements for checking the technical assessment criteria as well as the minimum social and labour law standards (minimum safe-guards).

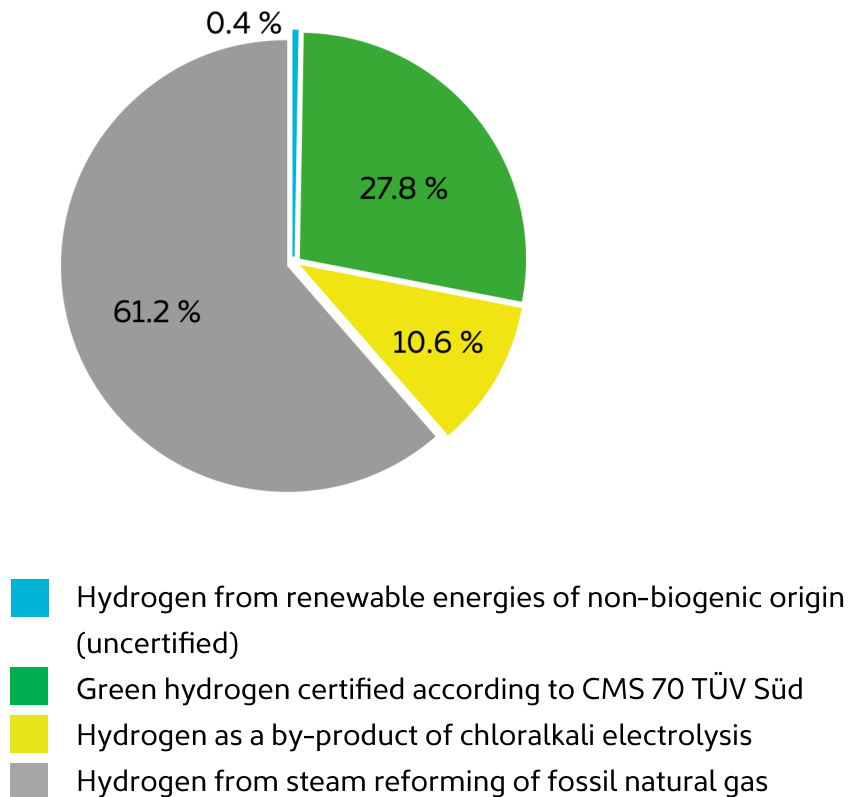
The processes were developed in consultation with H2 MOBILITY's main shareholder, Hy24, and the auditing firm pwc. An external audit of the information on the EU Taxonomy is currently still pending.

a) Substantial contribution to EU climate targets

Operating a hydrogen vehicle generates zero local emissions, i.e. the vehicle produces no CO₂ emissions when in operation. The associated refuelling infrastructure therefore makes a major contribution to the EU's climate protection targets.

In terms of the entire value chain, the use of hydrogen in road transport leads to CO₂ emissions that are largely determined by the way the hydrogen is produced. The following diagram shows the origin of H2 MOBILITY's hydrogen in 2023.

In 2023, total sales of 516 tonnes of hydrogen by H2 MOBILITY led to savings of around 7,400 tonnes of CO₂ in road transport. The value is based on a life cycle analysis of CO₂ emissions from hydrogen production compared to a reference scenario with fossil fuels, taking into account the higher energy efficiency of a fuel cell.



The average CO₂ savings per kilogramme of hydrogen sold by H2 MOBILITY was 14.25 kg of CO₂.

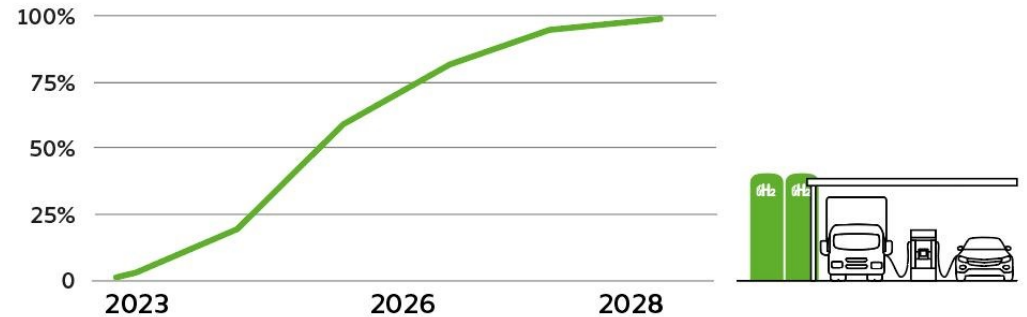
Due to a lack of availability and long transport routes, it is not yet possible to ensure a reliable and economical supply of renewable hydrogen through-out Germany. In addition, the legal basis for the crediting and certification of renewable hydrogen as part of greenhouse gas quota trading is still being prepared by the legislator.

In 2024, the EU will review and give final authorisation to the required certification systems. In addition, the planned revision of the 37th BImSchV will define the necessary legal framework for recognising renewable hydrogen in German road transport.

With the introduction of the legal basis for renewable hydrogen, H2 MOBILITY is assuming a continuous expansion of production capacities, which is expected to enable a nationwide supply of renewable hydrogen at H2 MOBILITY filling stations from 2028.

b) Minimum social and labour standards (minimum safeguards)

The EU Taxonomy defines minimum social and labour standards based on the OECD Guidelines for Multinational Enterprises, the UN Guiding Principles on Business and Human Rights, the eight fundamental



Share of renewable hydrogen in the H2 MOBILITY station network by 2028: 100%

principles of the International Labour Organization (ILO), and the International Declaration of Human Rights.

Compliance with the aforementioned guidelines and principles is anchored in H2 MOBILITY's Compliance Policy and our Code of Conduct. In 2023, the requirements for internal whistleblower protection were implemented and a dedicated HR department was set up to standardise and expand processes. Supporting guidelines and processes in the areas of HSSE and Customer Relations also ensure the safety and rights of our employees and customers.

We consider our business activities to be compatible with the minimum social and labour standards of the EU Taxonomy.

c) Do No Significant Harm (DNSH)

The DNSH criteria are designed to prevent progress towards a given EU climate target being made at the expense of other climate targets.

With regard to the construction and operation of hydrogen refuelling stations, the taxonomy requires a recycling rate of at least 70%, adequate measures to protect the environment and nature, including water, noise, and dust protection, as well as the fundamental suitability of construction projects in the context of a changing climate.

All H2 MOBILITY stations require a construction and operating licence in accordance with the requirements of TRBS 3151/ TRGS 751. Any existing environmental and climate risks are investigated by external experts and appropriate measures are defined.

In the event of a potential threat to biodiversity or natural resources, suitable compensatory measures are taken in consultation with the local authorities.

In 2023, these measures included, for example

Düsseldorf – Höherweg

A watertight surface was constructed to prevent the penetration of rainwater into already contaminated soils and the leaching of existing pollutants into the groundwater.

Berlin – Rummelsburger Straße

Automatic leakage detection and shut-off devices for coolant pipes were installed as additional safety measures in a Water Protection Zone III A.

Mannheim – Schlachthofstraße

A protected lizard species was relocated.

In 2023, a total of 561 tonnes of waste materials were generated, 91% of which consisted of construction waste, for which a recycling rate of approx. 95% can be assumed according to the latest report by the Federal Association for Building Materials (bbs). A further 9% of the waste materials were plant components that can no longer be used. These consist mainly of metallic materials that are fully recyclable. The proportion of hazardous waste in 2023 was approx. 0.01% and consisted of the coolants and antifreeze used in hydrogen refuelling stations. All of H2 MOBILITY's waste was disposed of properly.

With the measures described, we are shaping the responsible integration of our hydrogen refuelling stations into the environment and society, thereby ensuring our positive contribution to achieving the climate protection targets in Germany and the European Union.

5. Calculating the performance indicators

The EU Taxonomy specifies performance indicators that show the taxonomy-eligible and taxonomy-aligned shares of sales revenue, CAPEX, and OPEX. The main criterion in each case is a direct link between revenue, CAPEX or OPEX and a taxonomy-eligible activity of the company. Due to H2 MOBILITY's focus on a single taxonomy-eligible activity, only the connection with the construction and operation of hydrogen refuelling stations is relevant.

a) Sales revenue

Approximately 80% of H2 MOBILITY's revenue is generated from sales of hydrogen to end customers. Another 15% is revenue from services in the areas of consulting and the operation of hydrogen refuelling stations for third-party providers. This makes it possible to allocate 95% of revenue to H2 MOBILITY's taxonomy-aligned activities.

b) CAPEX

90% of H2 MOBILITY's investments are spent on the construction of new hydrogen refuelling stations. A further 9% is spent on developing and constructing higher-level systems for the maintenance and use of hydrogen refuelling stations. In total, 99% of CAPEX can be allocated to H2 MOBILITY's taxonomy-aligned activities.

c) OPEX

The EU Taxonomy defines OPEX as costs associated with maintenance and repair, research and development and rents. At H2 MOBILITY, all relevant operating costs can be allocated to the construction and operation of hydrogen refuelling stations.

A1. Share of sales of products or services related to taxonomy-aligned activities

Economic Activities (1)	Code (2)	Absolute turnover (3)	Proportion of Turnover (4)	Substantial Contribution Criteria						DNSH criteria ("Does Not Significantly Harm")						Minimum Safeguards (17)	Taxonomy aligned proportion of total turnover (18)	Category (enabling activity) (20)	Category (transitional activity) (21)
				Climate Change Mitigation (5)*	Climate Change Adaptation (6)	Water (7)	Pollution (8)	Circular Economy (9)	Biodiversity and ecosystems (10)	Climate Change Mitigation (11)	Climate Change Adaptation (12)	Water (13)	Pollution (14)	Circular Economy (15)	Biodiversity (16)				
		€	%	%	%	%	%	%	%	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	E	T
A. TAXONOMY-ELIGIBLE ACTIVITIES			95%																
A.1. Environmentally sustainable activities (Taxonomy-aligned)																			
Infrastructure enabling low-carbon road transport and public transport		7.052.018 €	95%	100%	0%	0%	0%	0%	0%		Y	Y	Y	Y	Y	Y	95%	E	
Turnover of environmentally sustainable activities (Taxonomy-aligned) (A.1)		7.052.018 €	95%	95%	0%	0%	0%	0%	0%		Y	Y	Y	Y	Y	Y	95%	95%	0%
A.2 Taxonomy-Eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)																			
			0%																
Turnover of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)		- €	0%																
Total (A.1+A.2)		7.052.018 €	95%																
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
Turnover of Taxonomy-non-eligible activities		370.000,00 €	5%																
Total (A+B)		7.422.018 €	100%																

A2. Share of CAPEX in products or services related to taxonomy-aligned activities

Economic Activities (1)	Code (2)	Absolute CapEx (3)	Proportion of CapEx (4)	Substantial Contribution Criteria						DNSH criteria ("Does Not Significantly Harm")						Minimum Safeguards (17)	Taxonomy aligned proportion of total CapEx (18)	Category (enabling activity) (20)	Category (transitional activity) (21)
				Climate Change Mitigation (5)*	Climate Change Adaptation (6)	Water (7)	Pollution (8)	Circular Economy (9)	Biodiversity and ecosystems (10)	Climate Change Mitigation (11)	Climate Change Adaptation (12)	Water (13)	Pollution (14)	Circular Economy (15)	Biodiversity (16)				
		€	%	%	%	%	%	%	%	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	E	T
A. TAXONOMY-ELIGIBLE ACTIVITIES			100%																
A.1. CapEx of environmentally sustainable activities (Taxonomy-aligned)																			
Infrastructure enabling low-carbon road transport and public transport (CapEx A)		5.196.142 €	99%	100%	0%	0%	0%	0%	0%		Y	Y	Y	Y	Y	Y	99%	E	
CapEx of environmentally sustainable activities (Taxonomy-aligned) (A.1)		5.196.142 €	99%	99%	0%	0%	0%	0%	0%		Y	Y	Y	Y	Y	Y	99%	99%	0%
A.2 Taxonomy-Eligible but not environmentally sustainable activities (not Taxonomy-aligned)																			
		72.846,00	1%																
CapEx of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)		72.846 €	1%																
Total (A.1+A.2)		5.268.988 €	100%																
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
Capex of Taxonomy-non-eligible activities		- €	0%																
Total (A+B)		5.268.988 €	100%																



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