OMA Sustainability-Linked Framework

March 3, 2022
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1. Introduction

1.1 Company Background

Grupo Aeroportuario del Centro Norte, S.A.B. de C.V. (“OMA”, “the Company”, or “issuer”), holds the concessions to operate, manage, and develop 13 international airports in central and northern Mexico carrying more than 23.2 million passengers in 2019. OMA also develops business opportunities in logistic, industrial park and hotel industries. OMA has been a public company since 2006 and is listed on the Mexican Stock Exchange, as well as on the Nasdaq Stock Exchange of New York. OMA’s Mission is to develop world class airport facilities and services in terms of quality and safety that meet the needs of clients and promote sustainable development.

1.2 OMA’s Commitment to Sustainability

At OMA, we commit to be an engine that drives Mexico. We look to do this through the transformation of our airports in cities that meet the demands of users and passengers, while at the same time generating benefits for the communities and environment in which we are present, as well as for all of our stakeholders. In the first years of operation, we implemented local actions on behalf of the community and the environment and later in 2007 we set up guidelines at the airports of the Group. This is how we created OMA’s Sustainability Policy and its commitments, which have evolved according to the performance of our organization.

OMA’s Sustainability Policy

OMA will contribute to the well-being and satisfaction of our employees and their families, customers, shareholders and business partners, through the development of airport infrastructure and quality services based on: respect for human rights, the mitigation of the environmental impact of our operations, the care of the quality of life at work and the balance in the use of our economic, social and environmental resources preserving them for future generations. In the same manner, OMA will collaborate to achieve a socio-economic development of the surrounding communities of the airports.

In addition to our Sustainability Policy, OMA has a Business Ethics and Conduct Code which governs our daily actions. It is a guide that promotes honesty and ethical behaviour--values that define the company. OMA’s employees, management, and members of the board of directors, comply, both in word and deed, with this Code.

OMA’s Sustainability Commitments

Corporate Governance:
- Establish economic, corporate, environmental and social performance in line with the OMA Code of Ethics, the adoption of best practices and compliance with applicable national and international standards.
- Effectively control the risks for which the company is directly responsible.
- Promote a culture against corruption.
- Be accountable to stakeholders on a regular and transparent basis.

Environment:
- Systematically integrate a preventive approach that favours the care of the environment in all our activities.
- Promote values and disseminate best environmental practices to stakeholders.
- Establish objectives to prevent pollution to the environment.
- Favor the reuse, recovery and recycling of materials.

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1 Link: https://www.oma.aero/en/oma-group/sustainability/sustainability-policy.htm
- Mitigate the environmental impact of our operations in terms of water, air, soil, biodiversity, noise, waste and energy.

**Biodiversity:**
- Mitigate the impacts on biodiversity derived from our operations.
- Inform employees about the importance and benefits of the protection and conservation of biodiversity in airports and areas of influence.
- Identify species of flora and fauna present at airports to establish conservation priorities.
- Collaborate with external organizations and government agencies for the protection and recovery of areas of ecological importance inside and outside our facilities.

**Social:**
- Respect universally recognized fundamental human rights.
- Operate within a framework of Social Responsibility.
- Collaborate in the social balance between our stakeholders.
- Respect diversity and promote equal opportunities.
- Promote the labor inclusion of people with disabilities.
- Promote a work environment that contributes to improving the quality of life of employees.
- Establish objectives to prevent occupational hazards that allow us to achieve the goal of zero work accidents and zero occupational diseases.
- Stimulate individual and collective effectiveness by motivating and developing the skills of employees.
- Train our employees in the principles of Quality, Health and Safety, Environment and Social Responsibility, to face the challenges of our business and our community.

In terms of risk management, OMA identifies and evaluates both environmental aspects and impacts resulting from its processes considering the severity of the effects and probability of the occurrence of an event.

**OMA’s Green Bond Issuance**
In April 2021, OMA issued a MX$1,000 million Green Bond in the local market. The proceeds of the bond are being used to fund eligible green projects, primarily related to: (1) **Renewable Energy:** investments dedicated to generation of renewable energy through the construction of solar parks in OMA’s 13 airports, and battery banks; and (2) **Energy Efficiency:** investments that reduce energy consumption such as LED lighting in our runways and platforms, energy efficient passenger walkways equipped with PCair and 400Hz system, and modernization of heating, ventilation, air conditioning and refrigeration systems that result in energy savings.

**OMA’s Certifications and Sustainability Awards**
OMA has been granted the Environmental Quality Certificate issued by the Federal Environmental Protection Agency (“PROFEPA”) for its 13 airports. This distinction is obtained in recognition of the implemented actions to improve environmental quality in the fields of water, air, soil, and subsoil, handling of hazardous and non-hazardous waste, electricity and training.

In 2018, PROFEPA awarded OMA a recognition of Environmental Commitment, as a result of OMA’s environmental best practices that contribute to sustainable development.

In addition, 12 of our airports have been granted the “S Distinction” (“Distintivo S”) by the Ministry of Tourism, which recognizes the good practices under global sustainability criteria with the objective of
having a sustainable tourism sector in Mexico. The Monterrey airport is currently in the process of obtaining the “S Distinction”.

In 2021 the Green Finance Advisory Council (Consejo Consultivo de Finanzas Verdes) recognized OMA’s MX$1,000 million Green Bond issuance as the first corporate green bond of an airport group in the local market.

With respect to occupational health and safety, 10 of OMA’s airports (Acapulco, Ciudad Juárez, Culiacán, Monterrey, Mazatlán, Reynosa, San Luis Potosí, Torreón, Zacatecas and Zihuatanejo) have the “Safe Company” accreditation granted by the Ministry of Labor; the other three airports are in the process of obtaining this accreditation.

With respect to good labor practices that foster the integral professional and personal development of its employees, four of OMA’s airports (Acapulco, Culiacán, Mazatlán, and Reynosa) have the Family Responsible Company (Empresa Familiarmente Responsable) certification, granted by the Ministry of Labor.

### 1.3 Sustainability Governance

In 2008 OMA established The Corporate Practices, Finance, Planning and Sustainability Committee (“Sustainability Committee”) to support OMA’s Board of Directors fulfill their duties. The Committee is composed by three independent directors, one of whom acts as chairman.

OMA’s Sustainability Committee is responsible for:

- Overseeing ethical principles on which OMA operates
- Assessing the investment and financing policies
- Establishing long-term strategic planning and identifying risks to which the company is exposed at all levels that include sustainability; economic, financial, social, and environmental
- Responsible for the evaluation and compensation of the relevant members of the Board of Directors

**Specific sustainability features from the committee**

The actions carried out by the Sustainability Committee have the objective of the protection of the environment and sustainable development in all the projects of the Company, as well as the identification of the risks to which the Company is subject in matters of sustainability. The functions carried out by the Committee are the following:

- Define the concepts of sustainability and their application within the Company.
- Create, propose and submit to the Board of Directors for consideration and approval the sustainability guidelines to be followed by the Company (in accordance with internal regulations).
- Evaluate that the sustainability guidelines are in accordance with the Company’s Strategic Plan approved by the Board of Directors.
- Assist the Board of Directors with regard to sustainability.
- Support the Subsidiaries of the Company in the definition of sustainability objectives.
- Support the Board of Directors in the preparation of reports that must be presented to the Shareholders' Meeting on sustainability.
- Identify risks in terms of sustainability, propose and submit the actions to be followed for consideration and approval by the Board of Directors.
- Be aware of the national government regulations and policies on sustainability as well as the international guidelines adopted by the company.
• Evaluate that the policies issued by the Company meet, where appropriate, the minimum criteria established in relation to social responsibility, relations with employees, suppliers and communities impacted by the Company.

1.4 OMA’s Sustainability-Linked Financing Framework

In April 2021, OMA released its Green Financing Framework which allowed OMA to issue Green Bonds to finance or refinance eligible projects with a positive environmental impact. The Sustainability-Linked Financing Framework complements the existing Green Financing Framework and is intended to demonstrate OMA’s commitment to sustainability by linking its sustainability performance to its corporate and financial strategy.

This Framework is in accordance with the ICMA Sustainability-Linked Bond Principles (“SLBP”) 2020.

2. Selection of Key Performance Indicator (KPI)

OMA has identified a KPI to be used in potential sustainable financings and has established a target relating to Scope 1 and Scope 2 emissions. OMA recognizes that a significant amount of GHG emissions are Scope 3, primarily related to “aircraft” component (i.e. landing and take-off cycle (“LTO”) and taxiing). Since Scope 3 emissions are out of OMA’s direct or indirect control, at this time, OMA has focused on establishing its KPI and Sustainability Performance Target (SPT) only in respect of Scope 1 and 2 emissions.

KPI: Scope 1 and 2 emissions
KPI: Scope 1 and 2 in CO₂ equivalent per passenger

Definition of the metric
Greenhouse Gas (“GHG”) emissions generated by OMA’s operation coming from non-renewable fuels consumption (scope 1) and electricity consumption (scope 2 – accounting for 96% of scope 1 and 2 emissions), measured in Kilograms of CO₂ equivalent on a per passenger basis (KgCO₂e/PAX).

Unit
Percentage decrease of KgCO₂e/PAX

Scope
OMA’s total scope 1 and 2 emissions.

Methodology
Up until 2020, OMA’s energy consumed was produced by three main different sources: 1) Wind-generated energy provided by a third party (received through the general grid) in connection with a Power Purchase Agreement which was signed with in 2017 and started operations in March, 2019 (the “PPA”); 2) non-renewable fuels energy received through the grid; and 3) energy from solar panels installed in 2012, with a capacity of 200 KW. OMA is currently investing in and installing solar panels in its 13 airports, with an aggregate capacity of 8.44 MW.

The total amount of Scope 1 and 2 CO₂ emissions is calculated by OMA using the market-based methodology per GHG protocol. In this calculation, the emissions intensity factor is applied for each of the 3 energy sources, and used for the energy consumed from each respective source. This then gives an accurate representation of the accounting of total direct and indirect emissions. This was chosen, as OMA’s sustainability strategy is to intentionally source energy from renewables where possible and reduce overall emissions, and this approach allows for the accounting of the purchased and installed renewable energy.
Subsequently, OMA divides this amount by the total passengers served by the Company at its airports during the same period, resulting in total emissions of kilograms of CO₂ equivalent on a per passenger basis (KgCO₂e/PAX).

**Rationale for the KPI**

OMA is committed to constantly reducing climate-damaging emissions. OMA is implementing a series of actions to limit the environmental footprint of its airports. In particular, to control and reduce direct and indirect emissions of CO₂ relating to its activities.

OMA believes the KPI is relevant and material to its business and measures the sustainability improvements of scope 1 and 2 CO₂ emissions.

### 3. Calibration of Sustainability Performance Target (SPT)

The target reflects OMA’s high level of ambition and long-term aim to contribute to relevant global sustainable development goals.

For each Sustainability-Linked Instrument issued under this Framework, the applicable SPT and the dates at which compliance with the SPT will be assessed (the Target Observation Date(s)) will be detailed in the relevant instrument’s specific documentation (e.g., Final Terms of any Sustainability Linked Bond or Facility Agreement of any Sustainability-Linked Loan). Additionally, the trigger date will occur 6 months post target observation date, once data is available and externally verified.

**SPT: Scope 1 and 2 emissions**

- **SPT:** reduce total scope 1 and 2 emissions measured as kilograms of CO₂ equivalent on a per passenger basis (KgCO₂e/PAX) by 58% by December 31, 2025, as compared to 2018 (baseline).
- **Baseline:** 1.53 KgCO₂e/PAX in 2018, which was the last year where OMA obtained substantially all of its energy need from the public utility (Comisión Federal de Electricidad).

**Calibration of the Target and KPI past performance**

<table>
<thead>
<tr>
<th>Name</th>
<th>2018 (baseline)</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2025 (Sustainability Performance Target (SPT))</th>
</tr>
</thead>
<tbody>
<tr>
<td>KPI: KgCO₂e / PAX (scope 1 and 2 emissions)</td>
<td>1.53</td>
<td>0.69</td>
<td>0.47</td>
<td>0.30</td>
<td>0.65</td>
</tr>
</tbody>
</table>

*The reduction observed in 2019, 2020, and 2021, primarily reflects lower scope 2 emissions as a result of the wind power PPA supplying a substantial amount of the Company’s electricity needs. In 2019, 2020 and 2021 the wind power PPA represented 57%, 78% and 82% of total electricity consumption of the Company, respectively.*

In addition to setting the target above, OMA is committed to disclosing greenhouse gas emissions (tCO₂e) on the aggregate level, which will reflect the positive impact of achieving the 58% reduction target of KgCO₂e/PAX by 2025.
Historical performance of Aggregate tCO₂e emissions

<table>
<thead>
<tr>
<th>Name</th>
<th>2018</th>
<th>2019¹</th>
<th>2020¹,²</th>
<th>2021¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tons of CO₂e</td>
<td>33,019</td>
<td>15,882</td>
<td>5,164</td>
<td>5,428</td>
</tr>
</tbody>
</table>

¹ Since March, 2019, scope 2 emissions declined as a result of the beginning of operations of the PPA. In 2019, 2020 and 2021 the wind power PPA represented 57%, 78% and 82% of total electricity consumption of the Company, respectively. For purposes of calculating tCO₂, OMA has used an emissions factor of 0 kgCO₂e/kWh as the PPA comes from 100% renewable energy (wind).

²Level not considered representative given that during 2020 as a result of Covid-19, passenger traffic in OMA’s airports declined 52% and as a result, the Company, operated in certain months with partial terminal closures, limited hours of operations, among other measures taken.

The target is aligned with the following UN Sustainable Development Goal (SDG):

- SDG 13: Climate Action
- SDG 7: Affordable and Clean Energy

The Company has established 2018 as the baseline as it represents the year in which practically all energy consumption was being provided by the public utility. Since March, 2019, the PPA became operational. Through this agreement, the PPA provider is obligated to provide at least a certain amount of GWh per year, which are equivalent to approximately 50% of OMA’s total energy consumption in 2018. Even though the PPA supplier has provided more than the minimum from 2019 through 2021, OMA cannot guarantee that it will continue to receive more than the minimum.

To mitigate the impact and achieve our target towards a significant reduction in GHG emissions, OMA has incurred in the investment of other renewable-energy resources such as solar panels, battery banks, LED lighting equipment, energy efficient passenger boarding bridges, among others. These initiatives are expected to partially offset any potential impact from a lower than expected contribution of the PPA.

OMA believes that a 58% reduction in KgCO₂e/PAX is an ambitious target and that managing and setting a target is relevant to its business as it provides a measure of its sustainability improvements of scope 1 and 2 emissions, after considering projected expansions in its passenger terminals to meet expected passenger traffic growth. This target assumes that the PPA will only supply the minimum amount of GWh under contract.

The following graph shows our historical performance of scope 1 and 2 emissions measured as KgCO₂e/PAX:
Strategies to achieve the SPT

OMA is taking the following actions to reduce its scope 1 and 2 emissions:

- **Investment in solar panels** – Level of control: High – Estimated contribution towards target: ~25%

  During 2021, the Company is near completion of solar generation parks in its 13 airports with an aggregate capacity of 8.44 MW. It is expected that these solar panels will generate annually approximately 13,475 MWh, which represent 22% of the Company’s energy consumption of 2018.

- **PPA** – Level of control: Low – Estimated contribution towards target: ~65%

  Since March 2019, a significant portion of OMA’s energy consumption has been supplied under a power purchase agreement (PPA) with a wind energy supplier. In 2020 and 2021, the PPA represented 78% and 82% of OMA’s total electricity consumption, respectively.

- **Investment in energy efficient systems** – Level of control: High – Estimated contribution towards target: ~10%

  OMA has identified several energy-intensive systems that can be replaced with more efficient technology to reduce electricity consumption. Examples of this include LED-based lighting systems in runways and taxiways, and air conditioning systems in terminal buildings.

  In addition to the aforementioned strategies, OMA is in the process of investing in battery banks in 6 of its airports, with an aggregate storage capacity of 18.1 MWh. Through this battery banks, OMA will reduce the consumption of energy from the grid during peak hours which are the periods of the day where less efficient energy plants are dispatched to meet overall electricity demand in the country. Although the benefit from the use of batteries is not reflected in the metrics to achieve the SPT, the Company believes it represents an important initiative to reduce the use of non-renewable energies significantly and contributes to its environmental strategy to reduce GHG emissions.

- **Airport Carbon Accreditation** – Level 2

  As part of its overall strategy to reduce carbon emissions, OMA aims to enhance its commitment by establishing an ambitious goal of obtaining Airport Carbon Accreditation ("ACA") Level 2 for the
Monterrey, Culiacán, Ciudad Juárez, Chihuahua, and Mazatlán airports by 2025. These airports are considered OMA’s main airports in terms of passenger traffic (these five airports collectively accounted for 79% of OMA’s total passenger traffic in 2021) and are also the main contributors to scope 1 and scope 2 emissions.

ACA is the only, and most recognized global carbon management certification standard for airports. It independently assesses and recognizes the efforts of airports to manage and reduce their carbon emissions. The aim of Airport Carbon Accreditation is to encourage and enable airports to implement best practices in carbon management and achieve emissions reductions.

The accreditation provides the opportunity for airports to gain public recognition for their achievements, promotes efficiency improvements, encourages knowledge transfer, raises an airport’s profile and credibility, encourages standardization, and increases awareness and specialization.

OMA believes that Level 2 accreditation is consistent with its strategy to continue to monitor, manage, and set a target to achieve a significant reduction of scope 1 and 2 emissions, and that by adding such internationally recognized accreditation, it will complement and provide additional confidence of its KPI and SPT. Level 2 accreditation requires airports to set up carbon management and progress towards the reduction of CO2 emissions, and target setting related to reductions of scope 1 and 2 emissions is required. OMA will pursue an alignment of its SPT and the target setting requirement established to achieve Level 2 accreditation.

In Latin America, only a small percentage of airports has been awarded either level 1 or level 2 ACA accreditation. As of February 2022, there are only 19 airports with level 2 accreditation in 9 countries in Latin America, of which, only 3 are located in Mexico, and OMA believes this is an opportunity to add 5 airports, the vast majority of our portfolio by passenger traffic, and contribute to the reduction of airport sector carbon footprint.

ACA Level 2 accreditation is achieved by fulfilling the following:

- Establish a policy commitment to emissions reduction,
- Development a carbon footprint for the airport’s scope 1 and 2 emissions,
- Formulation of a carbon emissions reduction target,
- Development of a Carbon Management Plan to achieve the target,
- Demonstration of scope 1 and 2 emissions reduction versus the three-year rolling average.

Potential barriers

The following external factors may represent hurdles in achieving the SPT:

- Regulatory uncertainty with respect to the future of power purchase agreements in Mexico, in light of a potential energy reform. Although not expected, the energy reform may also limit self-generation of energy which could have an impact in the amount of energy that we can consume from our own solar panels.
- New passenger terminal buildings or expansions to existing ones are planned based on expectations of passenger traffic growth. If these areas are built or expanded, and subsequently, passenger levels fail to reach expectations, the additional energy consumption required to operate the new or expanded terminal buildings would increase on a per
passenger level. OMA under its concessions contracts commits a specified level of investments, which includes passenger terminal buildings, and is obligated to comply with those investment commitments irrespective of whether passengers grow or not. OMA’s current committed investments encompass the 2021-2025 period, and in 2025 will negotiate its investment commitments for the 2026-2030 period.

4. Characteristics of the Sustainability-Linked Instruments
The financial characteristics of the instrument will be impacted as step-up coupon or margin adjustment depending on the nature of the instrument according to the achievement or non-achievement of the selected KPI and applicable SPT at the Target Observation Dates, as specified in the relevant instrument specific documentation as applicable.

Issuer will recalculate its baselines and/or SPT in case of any change that affects positively or negatively the value of the KPI by at least 5% to reflect any significant or structural changes to the Group and/or any external parameters (such as company structure, methodology for calculating inventory, methodology for calculating the target, any discovery of significant errors). Any such change will be communicated within the annual reporting.

If, for any reason, the performance level against the SPT cannot be calculated or observed as prescribed, or not in a satisfactory manner (non-satisfactory manner to be understood as a verification assurance certificate provided by the independent auditor containing a reservation or the independent auditor not being in a position to provide such certificate), the step-up coupon or increased margin adjustment of the instrument will be applicable.

5. Reporting
OMA will publish and keep readily available and easily accessible on its external website a Sustainability-Linked Financing Report (the “SLF report”) included within the annual Sustainability Report. The SLF report will be made available annually until Issuer has reported on the performance of the SPT on the stated Target Observation Date. The report will include:

- Information on the performance and monitoring of the selected KPI;
- Verification assurance report relative to the SPT outlining the performance against the SPT and the related impact, and timing of such impact, on an instrument’s financial performance;
- Current or potential drivers that may limit or affect the selected KPI and the SPT; and
- Any relevant information enabling investors to monitor the progress of the SPT.

Information may also include when feasible and possible:

- Illustration of the positive sustainability impacts of the performance improvement; and/or
- Any re-assessments of the KPI and/or restatement of the SPT and/or pro-forma adjustments of baselines or KPI scope.

6. Verification
Issuer’s performance of the KPI defined in the Framework, will be verified by an external verifier as part of the Group’s annual Sustainability Report audit process, and reported annually starting with the Sustainability Report covering 2022, as well as for the target observation date. Issuer will provide verification to a limited level of assurance as is market practice, the result of which will be included in the annual Sustainability Report.
Issuer’s Sustainability-Linked Financing Framework has been reviewed by S&P Global Ratings who provided a Second Party Opinion (SPO), confirming the alignment of the Framework with the ICMA Sustainability-Linked Bond Principles (SLBP) 2020 as well as the alignment with the LMA Sustainability-Linked Loan Principles (SLLP) 2021. The SPO will be made available on OMA’s website.

7. Amendments to this Framework
OMA will review this Framework from time to time, including its alignment to updated versions of the relevant principles as and when they are released, with the aim of adhering to best practices in the market. OMA will also review this Framework in case of material changes in the perimeter, methodology, and in particular KPI and/or the SPT calibration.

Such review may result in this Framework being updated and amended. Any updated framework would receive a new Second Party Opinion. Any future updated version of this Framework that may exist will either keep or improve the current levels of transparency and reporting disclosures, including the corresponding review by an external verifier.

The updated Framework, if any, will be published on OMA’s website and will replace this Framework.

8. Disclaimer
This Sustainability-Linked Financing Framework (the “Framework”) does not constitute or form part of and should not be construed as any offer or invitation to sell or issue, or any solicitation of any offer to purchase or subscribe for, any securities of Grupo Aeroportuario del Centro Norte, S.A.B. de C.V. (“OMA”) or any subsidiary or affiliate of OMA in any jurisdiction or an inducement to enter into investment activity nor should it or any part of it, or the fact of its distribution, form the basis of, or be relied on in connection with, any purchase, sale or subscription for any securities of OMA or any subsidiary or affiliate of OMA or be relied on in connection with any contract or commitment or investment decision whatsoever. Neither the Framework nor any other related material may be distributed or published in any jurisdiction in which it is unlawful to do so, except under circumstances that will result in compliance with any applicable laws and regulations. Persons into whose possession such documents may come must inform themselves about, and observe, any applicable restrictions on distribution.

Any bonds or other debt instrument that may be issued by OMA or its subsidiaries or affiliates from time to time, including any sustainability-linked securities, shall be offered by means of a separate prospectus or offering document (including any supplement thereto) in accordance with all applicable laws (including any selling restrictions). Any decision to purchase any such securities should be made solely on the basis of the information contained in any such prospectus or offering document (including any supplement thereto) provided in connection with the offering of such securities, and not on the basis of this Framework.

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