

MILIONE S.P.A.

Consolidated Half-Year Report
at June 30, 2024

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MILIONE S.p.A.

Share capital: Euro 188,737.00 fully paid-in

Registered office: viale G. Galilei No. 30/1 - 30173 Venice

Venice REA No.: 418330

Venice Companies Registration Office, Tax and VAT No.: 03411340262

According to the Shareholder Register, at June 30, 2024, the share capital of Milione S.p.A was broken down as follows:

	%
	HELD
INFRA HUB S.R.L.	43.9942
LEONE INFRASTRUCTURE S.R.L.	43.9942
SVILUPPO 87 S.R.L.	12.0079
CENTRO VACANZE PRA' DELLE TORRI S.R.L.	0.0037

Board of Directors

The Board of Directors appointed by the Shareholders' Meeting of May 23, 2024 and in office at June 30, 2024 were:

Name	Office
Enrico Marchi	Chairperson
Hamish Macphail Massie Mackenzie	Director
Athanasios Zoulovits	Director
Fabio Battaglia	Director
Grégoire Parrical De Chamard	Director
Zeynep Lucchini Gilera	Director
Walter Manara	Director
Giovanni Marchi	Director
Monica Scarpa	Director

Board of Statutory Auditors

The Board of Statutory Auditors appointed by the Shareholders' Meeting of May 23, 2024 and in office at June 30, 2024 were:

Name	Office
Raffaele Carlotti	Chairperson
Alessandro Danovi	Statutory Auditor
Roberto Lonzar	Statutory Auditor
Golova Newsky Carolina	Alternate Auditor
Magdalena	
Matteo Sala	Alternate Auditor
Anna Masè	Alternate Auditor

Independent Audit Firm

Deloitte & Touche S.p.A. (appointed by the Shareholders' Meeting of May 18, 2023)

Directors' Report

Consolidated Financial Highlights

	H1 2024	H1 2023	% Change	2023
<i>(Euro millions)</i>				
Revenues	117.1	105.1	11.4%	234.7
EBITDA	56.2	49.6	13.4%	117.3
EBIT	16.4	11.0	49.0%	39.9
Group Net Profit	5.6	1.5	269.8%	14.6
Fixed Capital Employed	1,547.4	1,549.0	-0.1%	1,557.8
Net operating working capital	(81.4)	(59.7)	36.3%	(84.7)
Net capital employed	1,466.0	1,489.3	-1.6%	1473.1
- Own funds	553.5	582.3	-5.0%	581.5
- Minority shareholders	2.6	2.9	-9.7%	2.9
SHAREHOLDERS' EQUITY	556.1	585.2	-5.0%	584.4
NET FINANCIAL POSITION	909.8	904.0	0.6%	888.6
EBIT/Revenue (ROS)	14.0%	10.5%		17.0%
Venice-Treviso Airport System Passenger Nos.	6,850,276	6,740,802	1.6%	14,360,538

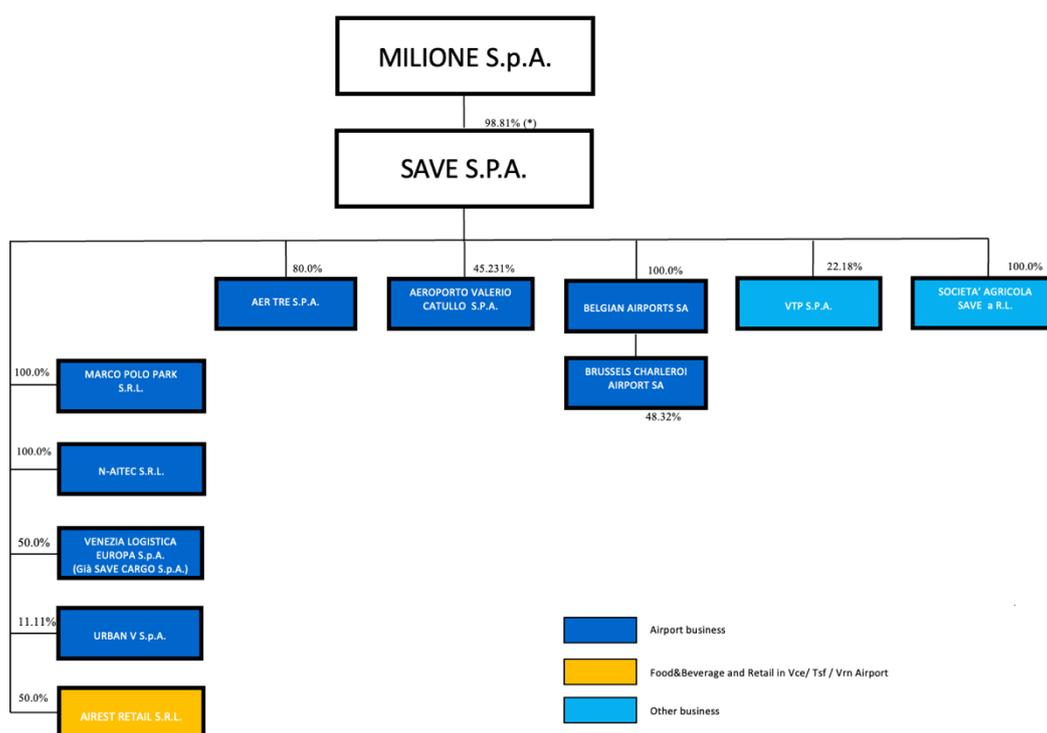
In this Consolidated Half-Year Report, a number of alternative performance measures are used. These are therefore not defined within the scope of IFRS accounting standards. Their meaning and content is outlined in the specific section of the Directors' Report.

The Group

The Milione Group was created as a result of the acquisition process completed on August 10, 2017 by the newly incorporated Milione S.p.A.. Following a reverse merger, completed on March 7, 2018, the newly incorporated Milione S.p.A. was integrated, together with the other entities within the same chain of control, by the subsidiary Agorà Investimenti S.p.A. which simultaneously took the name Milione S.p.A..

Milione S.p.A. (hereafter also the “Company” or “Milione” or “Parent Company”), previously Agorà Investimenti S.p.A., holds a majority investment in SAVE S.p.A. – hereafter also “SAVE” –, an investment holding company which mainly operates through its subsidiaries in the airport management sector. The subsidiary directly manages Venice Marco Polo Airport and controls the management company of the Treviso Antonio Canova airport. Save in addition has significant holdings in the companies that manage Valerio Catullo di Verona Villafranca airport, Gabriele D’Annunzio di Montichiari (BS) airport and Charleroi (Belgium) airport, while also in companies operating in airport management related sectors.

We report below the Group structure, indicating the main operating companies and the Group holding percentage.



Market performance

The forecast improvement of the global economy was shadowed in 2024 by a number of significant risk factors, principally in terms of geopolitical shifts, impacted also by the many expected electoral developments and the Russia-Ukraine and Middle Eastern conflicts.

The central bank reports confirm that the global economy continued to improve in the spring - again driven by services - although with signs also of a manufacturing slowdown, although the risk remains of a downturn given the possibility of a potential worsening of the conflicts.

The eurozone economy saw moderate growth, driven by the services sector, while the results of a tightened monetary policy in the fight against inflation have begun to emerge, leading the ECB to make its first 25 basis point benchmark rate cut¹.

In the first half of 2024, European air traffic overall recovered pre-pandemic volumes. Significant differences are evident however between the various geographic markets and airport size categories, with this factor having been a feature of the entire post-pandemic recovery. In the first 5 months of 2024 in fact, traffic² was still weaker at northern Europe's airports (e.g. Germany -14%, Sweden -21%), while growing in the Mediterranean countries (e.g. Greece +25%, Italy +17%, Spain +15%). Looking to airport sizes, those with between 10 and 25 million passengers (-1.5%) and those with less than one million passengers (-27.9%) still present a gap - which is however gradually reducing.

2024 in addition featured a general shortage of aircraft due to the B737MAX quality problems and the delayed introduction of the Airbus XLR. We in addition consider the maintenance problems of the Pratt&Whitney motors, which resulted in the grounding of over 400 Airbus A320's in the period.

This aircraft shortfall is leading a number of carriers to review their development plans, and in particular the low-cost airlines, which constitutes an increasingly important pillar of the European "point to point" market.

H1 significant events

No significant transactions affecting the Group structure are reported in the period.

The only change to the existing holding percentages concerns the investee Aeroporto Valerio Catullo di Verona Villafranca, as in February 2024 the subsidiary SAVE Spa acquired, exercising its pre-emption right on 118,066 shares made available for sale by the Fondazione Cassa di Risparmio VR VI BL AN, an additional 56,313 shares of the company, bringing its holding therefore to 45.231%.

¹ Source: Bank of Italy Bulletin

² Source ACI Europe

Consolidated Operational Overview

The Group consolidated reclassified income statement is reported below (in thousands of Euro):

Euro/000	H1 2024		H1 2023		CHANGE	
Operating revenue and other income	117,089	100.0%	105,110	100.0%	11,979	11.4%
Raw materials and goods	1,277	1.1%	722	0.7%	555	76.9%
Services	28,406	24.3%	26,546	25.3%	1,860	7.0%
Lease and rental costs	6,793	5.8%	5,708	5.4%	1,085	19.0%
Personnel costs	23,137	19.8%	21,534	20.5%	1,603	7.4%
Other operating charges	1,234	1.1%	994	0.9%	240	24.1%
Total operating costs	60,847	52.0%	55,504	52.8%	5,343	9.6%
EBITDA	56,242	48.0%	49,606	47.2%	6,636	13.4%
Amortisation & write-down of intangible assets	30,678	26.2%	30,117	28.7%	561	1.9%
Depreciation & write-down of tangible assets	4,863	4.2%	4,950	4.7%	(87)	-1.8%
Replacement provision	3,000	2.6%	2,971	2.8%	29	1.0%
Losses and doubtful debt provision	34	0.0%	8	0.0%	26	325.0%
Provision for risks and charges	1,221	1.0%	519	0.5%	702	135.3%
Total amortisation, depreciation, provisions & write-downs	39,796	34.0%	38,565	36.7%	1,231	3.2%
EBIT	16,446	14.0%	11,041	10.5%	5,405	49.0%
Financial income and (charges)	(17,571)	-15.0%	(17,048)	-16.2%	(523)	-3.1%
Profit/losses from Associates & JV's carried at equity	6,442	5.5%	4,698	4.5%	1,744	37.1%
Profit/(loss) before tax	5,317	4.5%	(1,309)	-1.2%	6,626	506.2%
Income taxes	(22)	0.0%	(2,584)	-2.5%	2,562	99.1%
Profit from Continuing Operations	5,339	4.6%	1,275	1.2%	4,064	318.7%
Profit from Discontinued Operations/Held-for-sale		0.0%		0.0%	0	
Net Profit	5,339	4.6%	1,275	1.2%	4,064	318.7%
Minorities	282	0.2%	245	0.2%	37	15.1%
Group Net Profit	5,621	4.8%	1,520	1.4%	4,101	269.8%

Revenues in the period totalled Euro 117.1 million, compared to Euro 105.1 million in H1 2023. They principally derive from Group operations at Venice and Treviso airports and are broken down as follows:

Euro / 1000	H1 2024				H1 2023				Change				
	Total	Venice	Treviso	Other	Total	Venice	Treviso	Other	Total	Venice	Treviso	Other	Total
Aviation fees and tariffs	67,331	62,452	4,879	0	64,362	59,662	4,700	0	2,969	2,790	179	0	4.6%
Handling	4,026	905	3,121	0	3,743	575	3,168	0	283	330	(47)	0	7.6%
Aviation Revenue	71,357	63,357	8,000	0	68,105	60,237	7,868	0	3,252	3,120	132	0	4.8%
Parking	11,124	9,649	1,475	0	10,086	8,802	1,284	0	1,038	847	191	0	10.3%
Advertising	774	732	42	0	718	682	36	0	56	50	6	0	7.8%
Commercial	23,570	21,218	2,352	0	20,469	18,317	2,152	0	3,101	2,901	200	0	15.1%
Non-Aviation Revenue	35,468	31,599	3,869	0	31,273	27,801	3,472	0	4,195	3,798	397	0	13.4%
Other revenues	10,264	6,405	403	3,456	5,732	4,316	140	1,276	4,532	2,089	263	2,180	79.1%
Total Revenue	117,089	101,361	12,272	3,456	105,110	92,354	11,480	1,276	11,980	9,007	792	2,180	11.4%

Revenues in the period were up 11.4%, driven particularly by the Non-Aviation segment. Specifically:

- *aviation revenues* totalled approx. Euro 71.4 million (Euro 68.1 million in H1 2023), growth of 4.8% - exceeding the increase in traffic as a result of a higher net average tariff on the basis of the altered weighting of traffic by carrier and market.
- *non-aviation revenues* amounted to approx. Euro 35.5 million, compared to Euro 31.3 million in H1 2023. We particularly highlight the parking and commercial activity results, which outperformed the traffic recovery in the period.

The significant increase in *other revenues* from Euro 5.7 million to Euro 10.3 million was driven by the considerable increase in activities provided to third parties by the

subsidiaries which do not operate in the airport sector, and by the successful outcome of a dispute.

EBITDA amounted to Euro 56.2 million, compared to Euro 49.6 million in the first half of 2023 (+13.4%). We highlight in the period the significant rise in raw material and goods costs, due to the increased IT sector activities and an increase in the concession fee in excess of the traffic growth, as a result of the differing recognition of the Fire Service fee.

EBIT was Euro 16.4 million, up 49% on 2023 (Euro 11 million), following amortisation, depreciation, write-downs and provisions of Euro 39.8 million, substantially in line with 2023.

Financial management reports charges of Euro 11.1 million, compared to charges of Euro 12.3 million in H1 2023. The improvement is due to the result of the investees which, also benefitting from improved operating levels, reported net income of Euro 6.4 million, compared to Euro 4.7 million in H1 2023. The net balance of “Financial charges and income” declined Euro 0.5 million, as a result of an increase in the average interest rate.

The **profit before taxes** was Euro 5.3 million, compared to a loss of Euro 1.3 million in H1 2023.

The Group **Net Profit** was Euro 5.3 million, following the substantial absence of income taxes as a result of the offsetting of current taxes with deferred taxes.

Group Reclassified Balance Sheet

Euro/000	06/30/2024	12/31/2023	Change	Change %	06/30/2023
Property, plant and equipment	51,149	52,642	(1,493)	-2.8%	49,442
Airport concession rights	614,191	606,295	7,896	1.3%	605,786
Intangible assets	941,461	958,427	(16,966)	-1.8%	975,393
Financial assets	129,286	126,886	2,400	1.9%	108,075
Deferred tax assets	44,421	47,198	(2,777)	-5.9%	50,272
TOTAL FIXED ASSETS	1,780,508	1,791,448	(10,940)	-0.6%	1,788,968
Post-employment benefits	(2,982)	(3,057)	75	-2.5%	(2,747)
Provision for liabilities and deferred taxes	(230,164)	(230,634)	470	-0.2%	(237,255)
FIXED CAPITAL	1,547,362	1,557,758	(10,396)	-0.7%	1,548,966
Inventories	3,831	3,805	26	0.7%	2,823
Trade receivables	68,692	47,463	21,229	44.7%	58,427
Tax receivables	358	394	(36)	-9.1%	356
Other receivables and other current assets	5,268	4,240	1,028	24.2%	3,853
Trade payables and advances	(87,906)	(80,669)	(7,237)	9.0%	(64,447)
Tax payables	(4,027)	(3,127)	(900)	28.8%	(6,267)
Payables to social security institutions	(3,610)	(3,357)	(253)	7.5%	(3,147)
Other payables	(64,006)	(53,423)	(10,583)	19.8%	(51,300)
TOTAL NET WORKING CAPITAL	(81,400)	(84,674)	3,274	-3.9%	(59,702)
TOT. CAPITAL EMPLOYED	1,465,962	1,473,084	(7,122)	-0.5%	1,489,264
Group Net Equity	553,488	581,518	(28,030)	-4.8%	582,317
Minority Interest Net Equity	2,636	2,918	(282)	-9.7%	2,919
SHAREHOLDERS' EQUITY	556,124	584,436	(28,312)	-4.8%	585,236
Cash	(89,783)	(115,268)	25,485	-22.1%	(82,875)
Other financial assets	(27,663)	(25,860)	(1,803)		(44,134)
Current bank payables	7,684	7,670	14	0.2%	7,670
Non-current bank payables	1,013,692	1,016,376	(2,684)	-0.3%	1,018,800
Other lenders	6,058	5,880	178	3.0%	4,718
Financial receivables from group & related companies	(150)	(150)	0	0.0%	(150)
Financial payables to group & related companies	0	0	0	0.0%	0
TOTAL NET FINANCIAL POSITION	909,838	888,648	21,190	2.4%	904,028
TOT. FINANCING SOURCES	1,465,962	1,473,084	(7,122)	-0.5%	1,489,264

Fixed Assets reported a reduction of approx. Euro 10.9 million, due to amortisation and depreciation in the period of approx. Euro 35 million, which absorbed the approx. Euro 25.4 million of investments in the period.

Working capital, in line with seasonal movements, saw its negative balance decrease from Euro 84.7 million in December 2023 to Euro 81.4 million.

Shareholders' equity decreased Euro 28.3 million, from Euro 584.4 million at December 31, 2023 to Euro 556.1 million, mainly due to the settlement of dividends for Euro 35 million, partially offset by the net profit for the period.

Net Financial Position

The Group **net financial debt** amounted to Euro 909.8 million, compared to Euro 888.6 million at December 31, 2023.

(Euro thousands)	06/30/2024	12/31/2023	06/30/2023
Cash and cash equivalents	89,783	115,268	82,875
Other financial assets	27,813	26,010	44,284
Financial assets	117,596	141,278	127,159
Bank payables	7,684	7,670	7,670
Other financial liabilities – current portion	1,643	716	939
Current liabilities	9,327	8,386	8,609
Bank payables – less current portion	1,013,692	1,016,376	1,018,800
Other lenders – less current portion	4,415	5,164	3,779
Non-current liabilities	1,018,107	1,021,540	1,022,578
Net financial position from Continuing Operations	(909,838)	(888,648)	(904,028)
Net Financial Position	(909,838)	(888,648)	(904,028)
Total gross payables to banks	1,021,376	1,024,046	1,026,469

Cash and cash equivalents amounted to approx. Euro 89.8 million, compared to Euro 115.3 million at December 31, 2023. At June 30, 2024, hedging transactions reported a positive market valuation of Euro 27.7 million, recognised to Other financial assets.

Cash and cash equivalents decreased from approx. Euro 115.3 million at the end of 2023 to approx. Euro 89.8 million at June 30, 2024.

Operating activities generated cash of Euro 37.7 million, while investing activities absorbed approx. Euro 23.9 million.

An absorption of cash of Euro 35 million is reported in H1 2024 for the settlement of dividends to shareholders.

Capital portions totalling approx. Euro 3.8 million were repaid in the period of the various loan tranches.

Group bank loans at June 30, 2024, measured under the amortised cost method, totalled Euro 1,021 million, compared to Euro 1,023.7 million at December 31, 2023. Nominal capital instalments maturing in the coming 12 months amounted to Euro 7.7 million, of which Euro 6.2 million relating to the parent company. Nominal capital instalments due beyond one year amounted to Euro 1,015.3 million, Euro 149.9 million of which matures beyond five years.

Guarantees granted

Guarantees granted (Euro thousands)	amount
Sureties:	2,627
- as a guarantee for lease contracts	369
- as a guarantee for public grants	638
- as a guarantee for loans	-
- other	1,620
Mortgages and privileges in guarantee of loans	51,670
Total guarantees granted	54,297

The Company pledged the SAVE shares held in favour of its lenders.
Current accounts held by Milione S.p.A. with a balance of approx. Euro 17.9 million as at June 30, 2024 have also been pledged to the above lenders.

The shares of Milione have in addition been provided as a lien in favour of these lending institutes.

Human resources

The Group's workforce is outlined below.

	06/30/2024		12/31/2023		06/30/2023		Cge. 06/30 - 12/31		Cge. 06/30 - 12/31	
	Full Time	Part Time	Full Time	Part Time	Full Time	Part Time	Full Time	Part Time	Full Time	Part Time
Executives	16	0	16	0	16	0	0	0	0	0
Managers	58	0	53	0	52	0	5	0	6	0
White-collar	369	125	360	109	348	122	9	16	21	3
Blue-collar	182	60	180	18	184	51	2	42	(2)	9
Apprentices	0	0	0	0	0	0	0	0	0	0
TOTAL	625	185	609	127	600	173	16	58	25	12
TOTAL WORKFORCE	810		736		773		74		37	

Employees at June 30, 2024, including both full-time and part-time, in addition to fixed contract employees, totalled 810, increasing 74 compared to December 31, 2023 and by 37 compared to June 30, 2023. The full-time equivalent of the total workforce at June 30, 2023 was 757.62 employees, compared to 698.93 at December 31, 2023.

The average full-time equivalent in the first six months was 712.70, an increase of 35.71 employees compared to the first six months of 2023.

Airport Management Review

European and domestic market overview

Global air capacity grew 8% on the previous year. As previously announced, a slight increase on 2019's numbers is expected for the present year. The airlines are stepping up environmental sustainability-related spending, while passenger demand is holding up well in the face of the economic and geopolitical uncertainties.

In addition, structural changes to the aviation market - particularly the strong leisure & VFR (Visiting Friends & Relatives) demand and the growth of the low-cost carriers (LCCs) - is reframing the various domestic markets.

Passenger volumes at the European airports (according to ACI Europe) in the first 5 months of 2024 was up 9.3% on 2023, with traffic levels for the same period of 2019 having been fully recovered. International traffic in particular was up 10.7% on the previous year (+3.4% on 2019). The domestic destination numbers grew 4.7% on 2023, recovering 91% of 2019's traffic. Cargo movements were up 11.8% on 2023 (+6.6% on 2019).

The January-May 2024 figures for the domestic airports confirm the strong passenger numbers, which were up 12.5% on 2023, for nearly 79 million passengers (aeroporti2030 and Assaeroporti figures). 66% of passengers travelled to international destinations (+16.5% on the first 5 months of 2023). Cargo traffic grew 18.5% on the same period of the previous year.

Veneto's tourist numbers for the first 5 months of 2024 beat the same period of 2023 in terms of arrivals (+6.8%, +12.5% on 2019), and in terms of stays (+8.4%, +14.5% on the same pre-pandemic period).

Italian tourist numbers slightly decreased on the previous year, while our destinations are increasingly popular among overseas tourists (arrivals: +11.4% on 2023). We highlight in particular the significant growth among German tourists, particularly in the lake and beach resort areas (Germany is the leading origin country of Veneto's tourists). A boost in American tourists has been key to the "cities of art" (+25% on the pre-pandemic period), alongside the return of Chinese tourists (whose numbers for the first five months were half that for the same period of 2019).

The Prosecco Hills are attracting ever more tourists (arrivals up 12.1% in the January-May period compared to 2023), as is the Euganean Hills area (+3.8%), recently recognised by UNESCO as a Global Biosphere reserve.

North-Eastern Airport Hub

Nearly 8.5 million passengers passed through the North-Eastern Airport Hub (Venice, Treviso, Verona and Brescia airports) in the first six months of 2024, up 3% on the same period of 2023 and in line with 2019.

The operations of the North-Eastern Airport Hub focus on developing the network of direct destinations and improving the infrastructure and intramodality, with a particular view towards sustainable growth.

Joint marketing proposals with carriers, advertising campaigns and activities throughout the region continue, so as to foster the growth of air connections and awareness of the routes served by the North-Eastern Hub airports, in addition to

launch events at the airport and the promotion of airport destinations through the company's social media networks.

Venice Treviso Airport System

A total of over 6.8 million passengers was reported in H1 2024 for the Airport System (Venice and Treviso), up 1.6% on the first six months of 2023 and in line with the traffic volumes for the same period of 2019 (pre-pandemic benchmark year).

Venice airport has handled 5.38 million passengers since the beginning of the year, up 2.1% on H1 2023 (+2% on the same period of 2019), for 42,410 movements.

Treviso airport managed 1.47 million passengers between January and June (for 10,657 total movements), in line with 2023 and recovering 89% of 2019's volumes.

The following table reports the key traffic data for H1 2024 (compared with the same period of 2023 and 2019):

VENICE AIRPORT SYSTEM			
Year-to-date June			
	Jan/June 2024	Cge. % '24/'19	Cge. % '24/'19
SAVE			
Movements	42,410	-5%	4%
Passengers	5,380,816	2%	2%
Tonnage	3,115,475	-5%	4%
Cargo (Tonnage)	28,751	-8%	21%
AERTRE			
Movements	10,657	-14%	-4%
Passengers	1,469,460	-11%	0%
Tonnage	648,167	-7%	3%
Cargo (Tonnage)			
SYSTEM			
Movements	53,067	-7%	3%
Passengers	6,850,276	-1%	2%
Tonnage	3,763,642	-5%	4%
Cargo (Tonnage)	28,751	-8%	21%

Venice

Venice airport reports nearly 5.4 million passengers for the first half of the year, up 2.1% on the previous year (+2% on 2019).

In addition to the absence of direct flights to Russia and Ukraine, which in the same period of 2019 carried 128 thousand passengers, the increase in the municipal surtax, approved in 2023 by the Municipality of Venice, of Euro 2.50 per departing

passenger, affected the development plans of the airport's carriers, in particular the low-cost airlines which carry substantial numbers of passengers. The recent judgement of the Council of State, which cancelled the application of the tax, shall begin to see its effects emerge in the near future.

The airport's main carrier by passenger traffic in H1 2024 was confirmed as Ryanair, with over 1.4 million passengers, followed by easyJet, Wizz Air, Air France and British Airways.

The 4 carriers with bases (easyJet, Ryanair, Volotea e Wizz Air) moved over 2.7 million passengers (51% of total traffic).

The network carriers highlighted their strategic role in airport connectivity and the development of international and intercontinental traffic through their European hubs, handling approx. 1.9 million passengers (with a 35% share of total traffic, excluding the long-haul carriers).

The main international markets were Great Britain, France, Spain and Germany. International traffic was up 4% on the first half of 2023. Italy remains the leading market, with over 1 million passengers and a 19% share of total traffic. The leading destinations chosen by passengers were Paris CDG, Barcelona, Madrid, Amsterdam and Catania.

Nearly 320 thousand passengers travelled to long-haul destinations, thanks to the direct connection with Dubai and the North American market (United States and Canada), and the restart of flights to Doha and Chicago, in addition to the charter flights from South Korea.

20% of passengers continued their journeys beyond their initial destination in the first six months of the year. The main layover airports were Frankfurt, Rome Fiumicino and Istanbul.

The figures highlight that, in addition to the strong traffic numbers between Marco Polo and the North American market, traffic between Venice and the Far East is recovering, at 71% of the indirect traffic compared to the first two pre-pandemic quarters (main markets: China, Japan and Thailand).

Central-South America also grew in the first half of the year, with approx. 100 thousand passengers, recovering 86% of the same period of 2019. The main market was Brazil (with Sao Paulo as the main final destination), followed by Mexico.

The Venetian airport is confirming its role as the third-largest domestic intercontinental gateway, further strengthened by the vibrancy of the North American market, which has resumed its Summer connections to the United States and Canada with excellent load factors. American Airlines in June restarted its daily non-stop flights with Chicago. With the Middle East, Qatar Airways resumed in June the daily service between Venice and Doha, which had been suspended during the pandemic, adding to the established presence of Emirates, which operates daily flights to Dubai. With the weekly flight between Venice and Seoul, operating from June to October, South Korea again plays a key role in the recovery of traffic with the Far East.

In the Mediterranean area, EL AL has been reintroducing connections to Tel Aviv since the beginning of the summer season. Air Cairo, an Egyptair Group carrier, flies

from Venice to Sharm El-Sheik every Sunday. Icelandic carrier PLAY in May resumed flights to Reykjavik for the second summer season, while in June SunExpress reintroduced connections to Izmir.

Among the European network carriers, we highlight the resumption of Air Europa's double daily flight to Madrid, Finnair's increased frequencies to Helsinki in the summer peak period, and the introduction of Swiss International Airlines' night-stop flight to Zurich.

Venice airport reported nearly 26 thousand tonnes of air cargo in the first half of 2024, in addition to approx. 3,000 tonnes carried by truck, with overall growth of 20% on the previous year. The increase in cargo quantities was particularly evident in the second quarter, partly due to the resumption of long-haul operations to Chicago and Doha.

The principal cargo carrier (excluding the couriers) was Emirates, followed by the North American carriers.

Over 17 thousand tonnes of cargo were transported in the first 6 months of the year by the couriers operating at Marco Polo.

Treviso

Treviso airport managed over 1.4 million passengers in the first six months of the year, in line with the same period of the previous year (recovering 89% of the traffic for the same period of 2019).

It should be noted that in the first six months of 2019 the Russian market (now entirely absent) reported 27 thousand passengers (1.6% of total period traffic).

Ryanair carried over 1.2 million passengers in the first half of 2024 (84% of overall traffic). Wizz Air carried over 230 thousand passengers.

Ryanair's base and Wizz Air's connections to Eastern Europe guarantee Canova a wide range of destinations, which complements the routes operated from the bases at Marco Polo Airport, and serving both outgoing traffic (vacation destinations, city breaks or North-South connections) and incoming and ethnic traffic.

The airport's network has a mainly international focus: Spain (12 destinations), Albania, Romania, Poland and Belgium were the main markets in the period.

The leading destination between January and June was Tirana, with over 200 thousand passengers, followed by Bucharest and Brussels CRL.

Garda Airports

Verona

Verona airport has handled more than 1.6 million passengers since the beginning of the year, up 8% on H1 2023 and beating also 2019's volumes.

The airport's traffic has beaten records for three consecutive months, from April to June.

It should be noted that in the first six months of 2019 the Russian market (now entirely absent) reported 132 thousand passengers (8.3% of total period traffic).

The leading carrier between January and June 2024 was Ryanair, which transported over 570 thousand (36% of the total), followed by Volotea (over 250 thousand passengers), Neos, Wizz Air and Air Dolomiti.

With over 600 thousand passengers in the first half of the year, the main market was again the domestic market, followed by Great Britain, Germany, Spain and Albania. Catania (with over 170 thousand passengers), London and Palermo were the most popular passenger destinations from "Catullo".

Approx. 55 thousand passengers travelled to long-haul destinations from the airport. Volotea began to operate directly between Verona and a number of new destinations in the period: Bordeaux, Comiso, Copenhagen, Madrid, Prague and Valencia, to which Salerno will be added from September. Ryanair also launched new connections with Madrid and Valencia. Sky Alps introduced a bi-weekly flight with Mostar (Bosnia Herzegovina) from April. The return of Air France was significant, which from April resumed operations with Verona, operating a thrice-weekly flight with the hub of Paris CDG.

Neos's (Alpitour Group) Verona base, with over 180 thousand passengers in the first half of the year, continues to provide a range of domestic and international routes, strengthening Catullo's outgoing tourism segment. The carrier reconfirmed for the summer its programme of short, mid and long-haul connections with holiday and ethnic destinations, adding from June also a weekly flight to Hurghada.

Brescia

On the basis of the latest available ACI Europe figures (January-May), European cargo traffic increased 11.8% on the first five months of 2023 (+6.6% on 2019).

The figures available for the Italian airports for the first 5 months of 2024 report an increase of 18.5% on the previous year (+14.6% on 2019).

Brescia Airport's traffic in H1 2024 was overall in line with the same period of 2023 (nearly 17 thousand tonnes of cargo were managed between January and June).

General Cargo saw significant growth domestically in the first six months of 2024, driven by the recovery of passenger flights, which made increased “belly” capacity available to the market. Pure “freighter” traffic growth was however weaker.

The uncertain development of a number of ongoing regional crises favoured the saturation of already scheduled cargo and passenger flights, even without creating new routes to Italy, from which Brescia may benefit.

Despite that outlined above, Brescia’s General Cargo share (international and domestic) was up 15.6% on 2023. The growth relates to the increased number of chartered flights managed at the airport.

The “courier” segment was impacted by the sharp drop for DHL, which handled a significantly reduced tonnage compared to 2023 (-13%), highlighting the major trading challenges in Europe, and ultimately in Italy.

The recession in Europe and the weak performance of the German economy heavily impacted DHL’s policies, which reacted by reducing and reorganising frequencies from the gateways.

The postal segment accounted for 62% of overall cargo volumes in the first six months of 2024, with over 10 thousand tonnes transported (+8.9% on 2023).

The Postal segment saw a recovery from May 2024 thanks to the contribution of new traffic, which periodically is added to the consolidated traffic at the airport’s warehouses. These developments may see changes, although generally highlight the still strong potential of this segment.

Charleroi Airport

Charleroi Airport handled nearly 5 million passengers in the first six months of 2024, up 10.5% on H1 2023 and 26% on 2019.

The main airline at the airport remains Ryanair, with a market share of 84.3% and carrying nearly 4.2 million passengers. Ryanair’s operations to June 2024 comprised 115 destinations.

The carrier Wizz Air, operating out of the airport in June 2024 with 13 routes, in H1 2024 carried nearly 610 thousand passengers.

Investments at Venice and Treviso airports

Investments totalled Euro 25.4 million in the half year, of which approx. Euro 0.4 million allocated to the assets under concession replacement provision.

Among the main investments in the first half of 2024, we highlight the Euro 4.1 million for works to expand terminal lot 2 at Venice airport, approx. Euro 4 million for the expansion and upgrading of passport controls in the Venice arrivals area, Euro 3.8 million for other investments and works to maintain the operation of infrastructure at Venice airport, Euro 2.4 million for upgrading CV2 flight infrastructure at Venice, Euro 2.1 million for activities related to RFI development at the Venice site, Euro 1.5 million for the construction of the pedestrian overpass at Treviso, Euro 1.4 million for IT investments, Euro 1.2 million for other investments and works to maintain the

operation of the infrastructure at Treviso airport, and approx. Euro 1 million for the purchase of operating supplies.

Regulatory framework developments

Regulatory Agreement and airport fees

The Transport Authority carries out the functions of the national oversight authority also for the supplementary regulatory agreements governed by the stated [Article 17, paragraph 34-bis, Legislative Decree No. 78 of July 1, 2009](#).

With Resolution No. 136/2020 of July 16, 2020 the Authority approved the airport fee regulation models and the relative annexes, establishing that these models shall enter into force on July 1, 2021. SAVE proceeded to appeal the new models, deeming them harmful to its position in relation to the Regulatory Agreement in derogation.

On May 20, 2021, the Transport Regulation Authority (ART) published Resolution No. 68/2021 This resolution postponed to January 1, 2023, the application of the airport regulation models of Resolution No. 136/2020, from the original effective date of July 1, 2021.

Most recently, with Resolution No. 42/2022 of March 23, 2022, the Authority began proceedings to revise the airport fee regulation models approved by the Transport Regulation Authority's (ART) Resolution No. 92/2017 of July 6, 2017, as supplemented by Resolution No. 68/2021 of May 20, 2021. By Resolution 255/2022 of December 29, 2022, the entry into force of the airport fees in Resolution No. 136/2020 was postponed to February 1, 2023. Finally, with resolution No. 38/2023 of March 9, 2023, the TRA approved the new tariff Regulation models annexed to the resolution, in force since April 1, 2023, and repeals the previous Models as per resolution No. 136/2020 of July 16, 2020.

Fire Service Fund contribution

In Article 1, paragraph 1328, of Law No. 296 of December 27, 2006 (2007 Finance Law), the Legislature provided, "in order to reduce the cost to the State of firefighting services at airports," for a surcharge on passenger boarding fees and the creation of a Fund, "*with contributions from airport companies in proportion to the traffic generated,*" which contributes a total amount of Euro 30 million annually for this purpose.

Subsequently, Law No. 2 of January 28, 2009, which converted with amendments Decree-Law No. 185 of November 29, 2008, from January 1, 2009 changed the legal prerequisite for reducing the cost for firefighting service at airports borne by the state, allocating the relevant amounts to the payment of expenses other than those set out in the establishing regulation.

Moreover, [Article 1, paragraph 478 of Law No. 208 of December 28, 2015](#) amended Article 39-bis of Legislative Decree No. 159/2007, establishing that "*The provisions with regard to [...] payments by airport managers concerning the fire protection services at airports, as per Article 1, paragraph 1328 of Law No. 296 of December 25, 2006, are considered not to impose tax obligations*".

With judgment No. 167/2018 of July 20, 2018, the Constitutional Court declared the unconstitutionality of Article 1, paragraph 478 of Law No. 208 of December 28, 2015 implementing "Provisions for the drawing up of annual and multi-year budgets of the State" (2016 Stability Law). The aforementioned provision established that the fees charged to airport management companies for fire-fighting services at airports, as per Article 1, Paragraph 1328, of Law 296 of 2006, are not subject to taxation.

The unified sections, following the restart of the process suspended ahead of the Constitutional Court's pronouncement, with judgment No. 3162/2019 published on February 1, 2019 declared the contribution to the Fire Fighting Fund as of a tax nature, consequently declaring the tax court to have exclusive jurisdiction.

On January 10, 2024, the Court of Cassation published judgment No. 990/2024, upholding the appeal filed by the Administrations. The judgment granted the airport management companies the status of taxpayers for the Airport Fire Prevention Fund, based on their specific legal position as holders of concessions for managing airport services where fire prevention is the responsibility of the Fire Brigade. The Court also referred the case back to the Lazio Regional Tax Appeal Commission for further examination of the unresolved issues and confirmed the airport management companies' long-standing claims, since 2009, that the Airport Fire Prevention Fund constitutes a specific earmarked tax. We note that SAVE and Aertre were not parties to the specific proceedings mentioned above.

ENAC Regulation on “*provisions on the construction, purchase and operation of aviation fuel depots at airports open to commercial traffic entrusted under concession*”

On May 26, 2023, this regulation was published on the ENAC website.

Specifically, Article 1 provides that construction of fuel depots at airports open to civil traffic be carried out directly by airport management companies or through companies controlled by them, pursuant to Article 2359 of the Civil Code. Where the depot is built through a subsidiary company, the operator identifies its collaborators as industrial partners using selection procedures that ensure compliance with the principles of open communication, transparency and non-discrimination. Fuel depot construction costs may be covered by tariffs, in line with the rules and criteria defined by the tariff models approved by the Transport Regulation Authority, up to a maximum limit of the cost of construction as per the economic framework of the work approved by ENAC, net of any public grants and rebates obtained in the bidding process.

Article 2, meanwhile, regulates the purchase of depots, providing that, in the event that the depots are not available to the management company, this company shall begin activities to purchase the fuel depot from its owner. The management company may extend the expiry date of the sub-concession for the area where the fuel depot is located for the time strictly necessary to finalise the transactions to purchase and actually transfer the asset based on the plan approved by ENAC pursuant to Article 5, paragraph 2. Furthermore, if it proves impossible to purchase the fuel depot (including as a result of technical or economic assessments), the operator is required - by the expiration date of the sub-concession - to submit a proposal to update the Airport Development Plan with a provision to construct a new depot. In the case of multiple deposits, the manager may only purchase those deemed necessary to guarantee the airport's smooth operation. The cost of purchasing the existing fuel depot on the site is covered by tariffs.

Article 3 regulates the management of fuel depots. This is carried out by the management company itself or by companies controlled by it, whose partners are identified using selection procedures that ensure compliance with the principles of open communication, transparency and non-discrimination.

Most recently, with judgment No. 2552 of February 9, 2024 issued by Lazio Regional Administrative Court (along with other similar rulings), the regulation in question was annulled. ENAC appealed against these annulment judgments, and the appeals are currently pending before the Council of State.

ENAC regulation on the “*Certification of airport ground-handling service providers*”, Edition 8, May 5, 2023

On June 1, 2023 the new Regulation on the certification of ground-handling service providers (edition 8) was published on the ENAC website.

The Regulation is divided into two sections. The first section sets out the requirements and methods for certification of ground-handling service providers. As regards the conditions for contracting out services to third parties - again subject to amendments - subcontracting is allowed at airports above the threshold between providers certified for the same airport and only for categories of services for which they are certified.

Section two of the Regulation governs airport sub-concessions.

Specifically, Article 2, paragraph 1 provides for a two-year extension of all existing aviation sub-concessions and those relating to logistics and cargo, including de facto sub-concessions in place at the airports referred to in Article 1 above that are not in arrears. Paragraph 2 of Article 2 provides that *“If, at the expiration of the sub-concession, there is a non-depreciated residual carrying amount for the non-portable works granted by ENAC, carried out using the company’s own resources, the sub-concession may be extended for the time necessary to recover the aforementioned value, with revaluation of the sub-concession fee.”* Alternatively, Article 3 allows the sub-concessionaire to claim compensation corresponding to the residual non-depreciated carrying amount for non-portable work carried out using its own resources. We note that, with judgment no. 11439 of June 5, 2024 from Lazio Regional Administrative Court, the Regulation was annulled, in part, due to procedural defects related to Article 2, paragraph 2, letter a) of the Regulation. The article concerned the introduction of a certification class system (1 and 2) based on the type of aircraft receiving assistance.

ENAC Regulation “Aircraft Control and Departure Ban Regulation” Ed.1 Rev 0, September 21, 2023

With Resolution No. 26/2023 of the Board of Directors dated September 21, 2023, ENAC approved the Regulation in question, which repeals and replaces Circular APT-08C *“Procedures for the application of Articles 801 and 802 of the Navigation Code, in relation to the new powers of Airport Authorities”*.

The Regulation outlines the procedures for monitoring aircraft and conducting ramp inspections, including the process for imposing a departure ban in cases where navigational safety is at risk (Article 8).

DECREE-LAW No. 68 of June 16, 2022, converted with amendments by Law No. 108 of August 5, 2022: Urgent provisions on the safety and development of infrastructure, transport and sustainable mobility, and on major events and the functioning of the Ministry for Sustainable Infrastructure and Mobility

Article 6 of the aforementioned Law amended the terms regarding EIA and public debate by providing that:

1. To accelerate the development of the National Integrated Transport System (SNIT) and increase rail access through public transport to airports, and to increase the strategic significance and development of Italy's intercontinental airports:

(a) The environmental impact assessment procedures set out in Article 6, paragraph 3-ter, of Legislative Decree No. 152 of April 3, 2006, and those relating to work included in airport development plans, including environmental mitigation and improvement works, must be carried out within the timeframe provided for the projects referred to in Article 8, paragraph 2-bis, of Legislative Decree No. 152 of 2006;

(b) the public debate referred to in Article 22 of the public contracts code, as per Legislative Decree

No. 50 of April 18, 2016, will be held in accordance with the terms provided for in Article 4-6, paragraph 1, second sentence, of Decree-Law No. 77 of May 31, 2021, converted, with amendments, by Law No. 108 of July 29, 2021;

c) the deadlines for the assessment of compliance set out in Article 2 of the Regulation as per Presidential Decree No. 383 of April 18, 1994 for airport development plans and work included in such plans, are halved (2).

2. The work referred to in Paragraph 1 that improves environmental impacts on man-made areas must be incorporated as a priority as part of existing instruments for urban, nature and landscape planning.

3. As regards development plans for airports of national interest other than those identified in paragraph 1, and for work included in the same development plans, the deadlines for the environmental assessment procedures as per Part Two of Legislative Decree No. 152 of 2006 are halved. The provisions of paragraph 1 (b) and (c) also apply.

COMMISSION DELEGATED REGULATION (EU) 2022/1645 of July 14, 2022 laying down detailed rules for the implementation of Regulation (EU) 2018/1139 of the European Parliament and of the Council on requirements for the management of information security risk with a potential impact on aviation security for companies covered by Commission Regulations (EU) No. 748/2012 and (EU) No. 139/2014 and amending Commission Regulations (EU) No. 748/2012 and (EU) No. 139/2014

The regulation establishes requirements to be met by companies - including airport operators - to identify and manage information security risks with a potential impact on aviation security which could affect information and communication technology systems and data used for civil aviation purposes.

The regulation, which amends some provisions of Regulation (EU) No. 748/2012 and 139/2015, will apply from October 16, 2025.

DIRECTIVE (EU) 2022/2555 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 14 December 2022 on measures for a high common level of cybersecurity across the Union, amending Regulation (EU) No 910/2014 and Directive (EU) 2018/1972, and repealing Directive (EU) 2016/1148 (NIS 2 Directive)

The Directive (a.k.a. NIS 2) became effective on January 17, 2023 and introduces, *inter alia*, more stringent and specific measures on cyber risk management, security incident reporting and information sharing by expanding the number of sectors and recipients compared to the previous NIS Directive.

Annex I among the sectors of other criticality also lists Air Transport, and among the relevant entities identifies - in addition to air carriers and operators active in air traffic management control - "Airport operators as defined in Article 2(2) of Directive 2009/12/EC of the European Parliament and of the Council, airports as defined in Article 2(1) of that Directive, including central airports as defined in Section 2 of Annex II of Regulation (EU) No. 1315/2013 of the European Parliament and of the Council, and entities operating ancillary facilities located at airports."

Article 41, paragraph 1 states that "By 17 October 2024, Member States shall adopt and publish the measures necessary to comply with this Directive. They shall immediately inform the Commission thereof."

ENAC Guidelines 2023/001-APT "Criteria for identifying strategic investments in order to apply incremental remuneration"

In the aforementioned text, ENAC identifies a series of measures eligible for the recognition of incremental remuneration. These are divided into categories according to their type.

In order to recognise the aforementioned remuneration, the management company must submit, alongside the proposed Investment Plan (or PQI), a special application accompanied by a technical report demonstrating the compliance of one or more measures or a part of them, among those in the Plan, with the criteria identified in paragraphs (A to F). It must also describe the expected benefits to the airport and any further evidence that will be provided to support the Authority's technical evaluations. The Authority's technical clearance, including the assessments made and all the annexes which form an integral part of it, will be sent before the user consultation phase begins, as per practice, to the management company and the ART.

The results of the user consultation procedure shall be sent by the management company to ENAC no more than 30 days after the ART issues the resolution certifying the tariff proposal's compliance with the Reference Model, to enable the subsequent actions required for signature of the Regulatory Agreement.

The criteria set out in the Guidelines will apply indefinitely and will cover those investments assessed as eligible for the incentive measure in question, as of the effective date of the Guidelines.

Law No. 136 of October 9, 2023: Conversion into law, with amendments, of Decree-Law No. 104 of August 10, 2023, containing urgent provisions for user protection in economic and financial activities and strategic investments.

The conversion law modifies Decree-Law No. 104 of August 10, 2023, specifically amending Article 1, titled *“Provisions for price transparency on domestic flights”*.

The most significant changes include:

- Paragraph 1 states that Articles 2 and 3 of Law No. 287 of October 10, 1990 – concerning restrictive agreements on free competition and abuse of a dominant market position – shall apply in cases where the Italian Anti-trust Authority (AGCM), either upon request from an interested party or organisation, or on its own initiative, finds that the algorithmic coordination of airline fares by companies in the aviation sector facilities, adopts, or monitors a restrictive agreement on competition, whether existing or new. It also applies if the Authority determines that pricing levels set through a revenue management system constitute an abuse of a dominant market position;
- Paragraph 2 essentially reiterates the defining characteristics of the conduct outlined in paragraph 1 of the previous provision (this includes actions taken on domestic routes connecting to islands, during peak demand periods related to seasonality, or in the context of a national emergency. It also covers situations where the ticket price or ancillary services fee, in the week leading up to the flight, exceeds the average fare by more than 200%);
- Paragraph 3 reaffirms that, for the routes and scenarios outlined in paragraph 2, letters a) and b), the use of automated fares systems based on user web profiling or the type of electronic devices used for bookings is prohibited when it negatively affects the user's economic decisions;
- Paragraph 4 further stipulates that these provisions also apply to domestic routes not covered in paragraph 2, letter a), in cases of a national emergency or when road or rail travel across the country is wholly or partially disrupted by exceptional events declared by public authorities;

- Paragraph 5 grants the AGCM the authority, following an inquiry (backed by significant investigative powers), to impose structural or behavioural measures to eliminate any distortions in the flight market that may be identified. It also outlines a series of factors that must be taken into consideration;
- Paragraph 7 increases transparency and awareness of the criteria airports use for granting route development subsidies, assigning new monitoring powers to the Transport Regulation Authority.

LAW No. 213 of December 30, 2023 (Budget Law for 2024)

Outlined below are the key provisions relevant to the sector:

- **Art. 1, Paragraph 482:** the municipalities referred to in paragraph 480 (i.e. *metropolitan city capitals that, as of December 31, 2023, complete their five-year recovery period following the drafting of the balanced budget*) are authorised to establish, through specific resolutions by the Municipal Council, an increase in the municipal IRPEF surcharge beyond the limit set by Article 1, paragraph 3, of Legislative Decree No. 360 of September 28, 1998, by up to 0.4 percentage points. They may also impose a municipal surcharge on port and airport boarding fees, not exceeding Euro 3 per passenger. The above authority can only be exercised after adopting measures to increase the collection of municipal revenues, as outlined in Article 1, paragraph 572, letter c), of Law No. 234 of 30 December 2021;
- **Art. 1, Paragraph 531:** from the year 2024 onwards, the Solidarity Fund for the air transport sector and the airport system – established under Article 1-*ter* of Decree-Law No. 249 of October 5, 2004, and subsequently converted by Law No. 291 of December 3, 2004 – will be increased by Euro 1,925,000 annually.

RESOLUTION ART. 92/2024 “Conclusion of the procedure begun with Resolution No. 169/2023. Approval of the “Measures regarding the minimum content for the specific rights that air transport service users can expect from service providers and related infrastructure concerning the handling of complaints”

With the Resolution in question, the Transport Regulation Authority has established the minimum standards for user rights. This Resolution explicitly applies to managers of airports open to commercial traffic within Italy. Article 5 of Annex A) to the Resolution outlines specific obligations for airport managers, requiring them to provide multiple channels for submitting complaints. Responses must be issued within 60 days of receiving the complaint, or within a shorter time frame specified by the platform's general terms of use or, for airport managers, by their service charter. Additionally, managers must supply users with the relevant information as outlined. There are also specific requirements concerning the provision of information.

The measures will come into effect on March 30, 2025. By April 15, 2025, carriers, airport infrastructure managers, and digital platform providers must provide the Authority with the URL of the relevant section on their websites, as outlined in Measure 4.2, letter a) and Measure 5.4, letter a). They must also promptly notify the Authority of any subsequent changes

Council of State Judgment No. 02807/2024 – Appeal by the AICAI (Italian Association of International Air Carriers) challenging Regional Administrative Court Judgment No. 00383/2020 regarding the annulment of the acts related to

the tariff increase for landing and departure fees at Venice Airport for the period 2017-21.

In its ruling, the Council of State found that ENAC did not have authority over the tariffs agreed between ENAC and SAVE for the second tariff period (2017-2021). The Court upheld the appeal, overturned the previous judgment, and annulled the contested acts, pending further action by the relevant authorities.

While no fault can be attributed to SAVE, which had, at the time, signed a regulatory agreement (and related tariffs) with the competent Italian authorities in compliance with national regulations, SAVE promptly engaged in discussions with ENAC, the State Prosecution Service, and Transport Regulation Authority to ensure that the necessary actions are taken to rectify the issues identified by the Council of State for the 2017-2021 tariff period.

Alternative performance indicators

In addition to the financial indicators established by IFRS, in reference to the half-year report, a number of alternative performance indicators are presented to provide more complete disclosure on the operating performance and financial position. A description follows of the means to calculate these alternative indicators, as not uniform and comparable with those applied by other operators.

“EBITDA” measures the result before amortisation, depreciation, provisions for risks and the replacement provision, write-downs, financial income and charges, taxes and non-recurring operations.

“EBIT” measures the result excluding financial income and charges, income taxes and non-recurring operations.

The “Net financial position” includes liquidity, financial receivables and current securities, net of financial payables (current and non-current) and the fair value of the derivative financial instruments.

“Net working capital” includes inventory, trade receivables, tax and social security receivables and payables, other assets and liabilities and trade payables.

“Net capital employed” measures the sum of “Net working capital” as defined above and fixed assets, net of the Post-Employment benefit provision and risks provisions and added to Other non-current non-financial assets.

“ROS” is the ratio between EBIT, as defined above, and Revenues.

“ROI” is the ratio between EBIT, as defined above, and Net capital employed.

“Gearing” is the ratio between the Net Financial Position and Net equity.

“Total Workforce” is the number of employees enrolled to the employee register on the last day of the period.

“Movements” relates to the total number of arriving/departing aircraft.

“Passengers” concerns the total number of arriving/departing passengers.

Financial Risks

The management of financial risks is in line with Company objectives and focuses on the minimisation of interest rate risk and the relative optimisation of the cost of debt, the credit risk and the liquidity risk. Management of these risks is based on the principle

of prudence and in line with best market practices. For further information, reference should be made to the paragraph “Type and management of financial risk” of this consolidated half-year report.

Other principal risks and uncertainties of the Group

Risks associated with economic conditions

The economic and financial situation of the Group is affected by various factors related to the general economic environment (including the increase or the decrease of GDP, the level of consumer and business confidence, interest rates for consumer credit, the cost of raw materials and the unemployment rate) in the various countries in which the Group operates.

The present report contains a number of forward looking statements. These statements are based on current Group expectations and projections made by Management concerning future events, including the general conditions of the economy described above, subject to an intrinsic degree of risk and uncertainty, and, by nature, outside the Group's control given the particular current economic and market situation.

Risks deriving from a reduction in the number of passengers or the quantity of cargo transported through airports managed by the Group

The volume of passenger traffic and cargo in transit at the Group managed airports represents a key factor in the results achieved by the Group. In particular, any reduction or interruption to flights, or where their recovery does not materialise as expected, by one or more airlines (particularly those operating at the airports managed by the Group), and the subsequent economic and financial difficulties of such airlines, the stoppage or alteration to connections with destinations with a particularly high level of passenger numbers, the discontinuation or alteration of airline alliances or the occurrence of events which may impact upon the general quality perception of users, of services provided at the airports managed by the Group (due, for example, to a reduction in service quality standards provided by the handling companies operating at the airports, or the interruption to the activities exercised), in addition to the occurrence of unforeseeable natural events, may result in a decrease in traffic, with a consequent impact on the activities and the results of the Group.

The Group however, based on past experience, considers that - although no certainty may be assured - the risk of a reduction or suspension of flights by one or more airlines operating out of the airports managed by the Group does not pose a significant threat, also in consideration of the redistribution of passengers among airlines present on the market and the capacity of the Group to attract new airlines to the airports managed by the Group. However, such redistribution of traffic may require a certain period of time and may temporarily affect traffic volumes.

Risks related to Group results

All general economic events, such as a significant contraction in one of the main markets, the volatility of the financial markets and the consequent deterioration of the capital markets, an increase in commodity prices, unfavourable movements in specific sector variables, susceptible to causing impacts in the sector in which the Group

operates, may significantly impact the Group outlook, in addition to the results and financial position. The profitability of the activities of the Group is also subject to risks related to interest rate and inflation fluctuations, the solvency of the counterparties, and the general economic conditions of the countries in which these activities are undertaken.

Risks connected with the importance of certain key figures

The success of the Group depends on a number of key figures who have contributed significantly to the Group's development. The Group considers that it has in place an adequate operational and managerial structure to ensure continuity of general and operational management. However, in the case where such key figures discontinued their working relationship with the Group, there is no guarantee that a suitable replacement may be found in such a time period so as to ensure the same contribution in the short-term, with consequent possible implications for the Group.

Information Technology Security

In 2023, the subsidiary Save S.p.A. renewed its ISO 27001 certification on information security, updating its framework to comply with the latest version ISO/IEC 27001:2022, in line with the evolving threat landscape. Save also initiated a project to expand the certification scope of its Information Security Management System to other airports within the Group.

The Company deems the protection of its information assets to be of paramount strategic importance, considering the proper management of risks to company assets and the effective management of events and cyber incidents in preventive and responsive terms to be essential. In this regard, the adoption of the guidelines outlined in the international ISO/IEC 27035 standard has been certified. This was achieved by strengthening processes, services, and technologies necessary for effective management of potential cyber incidents and business continuity aspects.

In addition to establishing a model to assess technological system security, this process provides greater visibility into incidents and security metrics affecting the Company's assets, while also better protecting the information assets and operations of Group companies.

The Company has responded to the growing number of interconnections with suppliers and the rising threat of cyberattacks on supply chains by initiating a project to streamline processes and procedures for managing security aspects in its supplier relationships from both a technical and contractual perspective.

The Company conducts regular analysis of information security risks and oversees the associated management plan. These processes are verified annually by an external certification body during audits or ISO/IEC 27001:2022 certification renewals. These assessments seek to ensure the Information Security Management System remains effective and compliant.

Digital transformation is now crucial for businesses wanting to stay competitive in their respective markets. Technologies such as Cloud Computing, the Internet of Things (IoT), and Artificial Intelligence (AI) significantly contribute to the growth and improvement of business productivity. However, due in part to the delicate geopolitical situation, primarily caused by ongoing conflicts on Europe's borders, the adoption of

these technologies by companies is encouraging criminals to develop new threats and techniques to compromise information assets and business operations.

Strengthening governance during the updating and management of vulnerabilities, while also ensuring the safety of products and services throughout the entire software and system life cycle, is crucial when digitalizing companies. This is particularly significant given the growing reliance on service providers and the potential attack surface vulnerable to cyberattacks.

It is now imperative to ensure adequate protection of corporate data backups and formulate an incident response plan to mitigate potential service interruptions, especially when they result from targeted and increasingly likely cyberattacks.

Climate Change

The Group pays particular attention to topics relating to sustainability and the effects of climate change, in full knowledge that sustainability and environmental responsibility are key to its development and growth.

The airports of Venice and Treviso have already made a number of investments in environmental sustainability and to reduce their carbon footprints. This in fact has led to Venice Marco Polo Airport achieving the 4+ Transition certification and Treviso Canova airport achieving the 3+ Neutrality certification from the Airport Carbon Accreditation scheme. Catullo Airport in Verona is accredited to Level 2 Reduction.

At the June 2019 ACI Europe General Assembly, SAVE joined other major European airports in a resolution committing signatories to achieve carbon neutrality by 2050 without offsets for activities under their direct control (scope 1 and 2 of the GHG Protocol).

The Group has confirmed its commitment to eliminating net CO₂ emissions by 2050 several times, most recently with the declaration made at the 33rd ACI Europe Annual Congress & General Assembly on June 27, 2023. Signed by 324 airports managed by 104 operators from 38 European countries, this declaration also saw SAVE reconfirm its target of achieving net zero CO₂ emissions at Venice airport by 2030, alongside 132 other European airports.

To achieve this target, SAVE presented ACI Europe with a roadmap outlining its decarbonization strategy for Venice airport. The launch of the public archive compiling the various airport roadmaps took place at the same time as ACI Europe's annual congress and Shareholders' Meeting in October 2021 in Geneva⁴.

As for the risks deriving from climate change, SAVE specifically considered the physical and operational continuity risks related to the potential increase in frequency and magnitude of extreme weather events, such as severe storms or exceptionally high and unpredictable tides.

SAVE is fully aware that events of this nature could lead to the temporary interruption of its airport activities, for example, due to the flooding of runways and/or the area surrounding the airports. Physical risks also include the potential rise in sea levels in the Venice area.

As a result, the Company began conducting further analyses on airport facilities and operational activities, exploring various climate evolution scenarios. The objective is to build resilience against weather-related shifts and extreme weather events, The findings of these analyses will guide the identification and adoption of additional initiatives to reduce or mitigate risks linked to climate change.

Risks concerning the regulatory framework

The Group operates within a sector governed by an extensive domestic and international regulatory framework. Any change to the regulatory framework (and in particular any changes in relations with the state, public bodies and sector authorities, the determination of airport fees and the amount of concession fees, the airport tariff system, the allocation of slots, environmental protection and noise pollution) may impact operations and Company and Group results.

For greater details on the principal amendments to the regulatory framework and sector developments, reference should be made to the dedicated paragraph of the interim Directors' Report.

Holding and acquisition of treasury shares of the Parent Company

No treasury shares are held, nor were held during the year, even through subsidiaries, associates, trust companies or nominees.

Inter-company and other related party transactions

Reference should be made to the specific paragraph of the Explanatory Notes to the half-year financial statements for information concerning transactions undertaken during the period with subsidiaries, associated companies and related parties.

Group and consolidated tax procedure

The companies Save S.p.A., Naitec S.r.l, Marco Polo Park Sr.l, Archimede 3 S.r.l., Società Agricola Save a.r.l. and AerTre S.p.A. as consolidated companies adhered to the Group taxation procedures in accordance with the option exercised by Milione S.p.A. as consolidating company for the three-year period 2023-2025, as per Articles 117 and 129 of the Presidential Decree 917/1986.

In preparing the financial statements of these companies, the effects of the transfer of the tax positions due to the consolidated tax accounts were taken into account; in particular, the subsequent accounts receivable from/payable to the consolidating company were recognised.

Outlook

The traffic forecast for the various airports managed by the Group for the second half of the year are again strong and for continued growth.

The continued significant geopolitical uncertainty and the general economic developments over recent years which have eroded passenger purchasing power require management to closely follow the market trajectory, drawing on all those measures that may facilitate greater operating and financial flexibility.

Subsequent events

No significant events which could substantially alter the current balance sheet and financial situation or which would require amendments or supplements to the financial statements took place after the reporting date.

Venezia Tessera, August 2, 2024

Chairperson of the Board of Directors

Mr. . Enrico Marchi

CONDENSED CONSOLIDATED HALF-YEAR
FINANCIAL STATEMENTS AT JUNE 30, 2024

FINANCIAL STATEMENTS

Consolidated Balance Sheet
Consolidated Income Statement
Consolidated Comprehensive Income Statement
Consolidated Cash Flow Statement
Statement of Changes in Shareholders' Equity

Consolidated Balance Sheet

		06/30/2024	12/31/2023
Assets	(Euro thousands)		
	note		
Cash and cash equivalents	1	89,783	115,268
Other financial assets	2	27,813	26,010
<i>of which related parties</i>	2	150	150
Tax receivables	3	358	394
Other receivables	4	5,268	4,240
Trade receivables	5	68,692	47,463
<i>of which related parties</i>	5	10,247	3,325
Inventories	6	3,831	3,805
Total current assets		195,745	197,180
Assets held-for-sale		0	0
Property, plant and equipment	7	51,149	52,642
Airport Concession rights	8	614,191	606,295
Concessions	8	625,874	642,370
Other intangible fixed assets with finite useful life	8	5,054	5,524
Goodwill - other intangible fixed assets with indef. useful life	8	310,533	310,533
Equity investments in associates and Joint Ventures	9	127,830	125,666
Other equity investments	9	1,390	1,155
Other assets	10	66	66
Deferred tax assets	11	44,421	47,198
Total non-current assets		1,780,508	1,791,449
TOTAL ASSETS		1,976,253	1,988,629
Liabilities	(Euro thousands)		
	note		
Trade payables	12	87,906	80,669
<i>of which related parties</i>	12	1,673	385
Other payables	13	64,005	53,423
<i>of which related parties</i>	13	122	162
Tax payables	14	4,027	3,127
Social security institutions	15	3,610	3,357
Bank payables	16	7,684	7,670
Other financial liabilities – current portion	17	1,643	716
Total current liabilities		168,875	148,962
Liabilities related to assets held-for-sale		0	0
Other payables	18	0	0
Bank payables – less current portion	19	1,013,692	1,016,376
Other lenders – less current portion	20	4,415	5,164
Deferred tax liabilities	21	192,687	196,475
Post-employment benefits and other employee provisions	22	2,982	3,057
Provisions for other risks and charges	23	37,478	34,159
Total non-current liabilities		1,251,254	1,255,231
TOTAL LIABILITIES		1,420,129	1,404,193
Shareholders' Equity	(Euro thousands)		
	note		
Share capital		189	189
Share premium reserve		27,651	27,651
Legal reserve		76	76
Other reserves and retained earnings		519,951	538,971
Net Profit/(loss)		5,621	14,631
Total Group shareholders' equity	24	553,488	581,518
Shareholders' equity - minority interest		2,636	2,918
TOTAL SHAREHOLDERS' EQUITY	24	556,124	584,436
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY		1,976,253	1,988,629

Consolidated Income Statement

(Euro thousands)	note	H1 2024	H1 2023
Operating revenue	25	107,927	99,857
Other income	25	9,162	5,253
Total operating revenue and other income		117,089	105,110
Costs of Production			
Raw and ancillary materials, consumables and goods	26	1,103	793
Services	27	28,406	26,546
Rents, lease and similar costs	28	6,793	5,708
Personnel costs:			
wages and salaries and social security charges	29	21,594	20,445
post-employment benefits	29	1,084	867
other costs	29	459	222
Amortisation, depreciation and write-downs			
amortisation	30	30,678	30,117
depreciation	30	4,863	4,950
Write-downs of current assets	31	34	8
Change in inventories of raw and ancillary materials, consumables & goods	32	174	(71)
Provisions for risks	33	1,221	519
Replacement provision	34	3,000	2,971
Other charges	35	1,234	994
Total costs of production		100,643	94,069
EBIT		16,446	11,041
Financial income and revaluation of financial assets	36	1,405	571
Interest, other financial charges and write-down of financial assets	36	(18,976)	(17,619)
Profit/losses from Associates & JV's carried at equity	36	6,442	4,698
		(11,129)	(12,350)
Profit/(loss) before taxes		5,317	(1,309)
Income taxes	37	(22)	(2,584)
<i>current</i>		1,417	1,306
<i>deferred</i>		(1,439)	(3,890)
Profit on Continuing Operations		5,339	1,275
Profit from Discontinued Operations/Held-for-sale	38	0	0
Net Profit	39	5,339	1,275
Minority interest		(282)	(245)
Group Net Profit		5,621	1,520

Consolidated Comprehensive Income Statement

(Euro thousands)	Note	H1 2024	H1 2023
Net Profit for the period		5,339	1,275
Effect OCI of equity investment valuation as per equity method	9	(11)	(28)
Change in mark to market of derivative hedging instruments	2	1,370	(1,301)
Total Gains/(Losses) on other comprehensive income statement items net of taxes which may be reclassified to the income statement		1,359	(1,329)
Actuarial gains/(losses) of employee defined plans, net of taxes	21	(10)	43
Total Gains/(Losses) on other comprehensive income statement items net of taxes which may not be reclassified to the income statement		(10)	43
Total comprehensive income/(expense)		6,689	(11)
Minority comprehensive income/(expense)		(282)	(244)
Total comprehensive income/(expense) pertaining to the Group		6,970	233

Consolidated Cash Flow Statement

(Euro thousands)	H1 2024	H1 2023	Note
Operating activities			
Profit from continuing operations	5,339	1,275	
Profit from Discontinued Operations/held-for-sale	0	0	36
Profit for the period	5,339	1,275	37
Adjustments for:			
- Amortisation, depreciation and write-downs	35,531	35,067	29
- Provisions	4,255	3,499	32 - 33
- Financial income and charges	11,129	12,350	35
- Income taxes	(22)	(2,584)	36
- Other changes in provisions	(504)	(407)	22
- Financial income received	763	515	
- Interest paid	(17,550)	(16,072)	35
- Dividends received	5,700	4,250	
- (Gains)/Losses on disposal of assets	(276)	(21)	
- Other changes in deferred taxes	(5)	(32)	20 - 36
Sub-total (A)	44,360	37,841	
Decrease (increase) in trade receivables	(21,263)	(14,895)	5
Decrease (increase) in other current assets	(498)	418	4 - 6
Decrease (increase) in other tax assets/liabilities	(481)	658	14 - 20
Increase (decrease) in trade payables	4,881	(504)	12
Increase (decrease) in social security payables	253	311	15
Increase (decrease) in other liabilities	10,416	8,337	13
Sub-total (B)	(6,692)	(5,673)	
CASH FLOW FROM OPERATING ACTIVITIES (A + B) = (C)	37,668	32,167	
Investing activities			
(Acquisition) of property, plant & equipment	(2,182)	(1,029)	7
Divestments of property, plant & equipment	474	88	7
(Acquisition) of intangible assets	(22,764)	(17,404)	8
Divestments of intangible assets	0	2	8
Change in Trade payables for investments	2,356	(1,020)	7 - 8 - 12
Decrease in financial fixed assets	0	0	9
(Increase) in financial fixed assets	(1,760)	0	9
(Acquisition) of minority interests in subsidiaries	0	0	
CASH FLOW FROM INVESTING ACTIVITIES (D)	(23,875)	(19,363)	
Financing activities			
Change in payables to other lenders	(433)	(301)	20
Issue of loans and related charges	0	(0)	16 19
(Repayment) and other changes in loans	(3,844)	(3,847)	16 19
(Increase)/Decrease in financial assets	0	(0)	2
Dividends paid	(35,000)		24
CASH FLOW FROM FINANCING ACTIVITIES (E)	(39,277)	(4,149)	
CASH FLOW FROM DISCONTINUED OPERATIONS (F)	0	0	
NET CASH FLOW FOR THE PERIOD (C+D+E+F)	(25,485)	8,656	
CASH AND CASH EQUIVALENTS AT BEGINNING OF THE PERIOD	115,268	74,219	
CASH AND CASH EQUIVALENTS AT END OF THE PERIOD	89,783	82,875	

Statement of Changes in Consolidated Shareholders' Equity

	Share capital	Legal reserve	Share premium reserve	Other reserves and retained earnings	Net profit/(loss)	Group Shareholders' Equity	Minority interest Shareholders' Equity	Total shareholders' equity
(Euro thousands)								
Balance at January 1, 2023	189	76	27,651	508,369	45,800	582,085	3,162	585,247
Profit/(loss) previous year				45,800	(45,800)			
Result of separate income statement					1,520	1,520	(245)	1,275
Other comprehensive profits / losses				(1,286)		(1,286)	1	(1,285)
Result of comprehensive income statement				(1,286)	1,520	233	(244)	(10)
Balance at June 30, 2023	189	76	27,651	552,884	1,520	582,318	2,919	585,237

	Share capital	Legal reserve	Share premium reserve	Other reserves and retained earnings	Net profit/(loss)	Group Shareholders' Equity	Minority interest Shareholders' Equity	Total shareholders' equity
(Euro thousands)								
Balance at January 1, 2024	189	76	27,651	538,971	14,631	581,518	2,918	584,436
Profit/(loss) previous year				14,631	(14,631)			
Result of separate income statement					5,621	5,621	(282)	5,339
Other comprehensive profits / losses				1,349		1,349	0	1,349
Result of comprehensive income statement				1,349	5,621	6,970	(282)	6,688
Dividends				(35,000)		(35,000)		(35,000)
Balance at June 30, 2024	189	76	27,651	519,951	5,621	553,488	2,636	556,124

Explanatory Notes to the Condensed Consolidated
Half-Year Financial Statements at June 30, 2024

MILIONE S.p.A.

Share capital: Euro 188,737.00 fully paid-in

Registered office: viale G. Galilei No. 30/1 - 30173 Venice

Venice REA No.: 418330

Venice Companies Registration Office, Tax and VAT No.: 03411340262

EXPLANATORY NOTES AT JUNE 30, 2024**Information on Group activities**

Milione S.p.A. (hereafter also the “Company” or “Milione” or “Parent Company”), previously Agorà Investimenti S.p.A., holds a majority investment in Save S.p.A. – hereafter also “SAVE” –, an investment holding company which mainly operates in the airport management sector. The subsidiary directly manages Venice Marco Polo Airport and controls the management company of the Treviso Antonio Canova airport. Save in addition has significant holdings in the companies that manage Valerio Catullo di Verona Villafranca airport, Gabriele D’Annunzio di Montichiari (BS) airport and Charleroi (Belgium) airport, while also in companies operating in airport management related sectors.

Accounting Standards adopted for the preparation of the Condensed Consolidated Half-Year Financial Statements at June 30, 2023**Basis of preparation**

These condensed consolidated financial statements of the Group concern the period ended June 30, 2024.

The condensed consolidated half-year financial statements were prepared under the historic cost convention, except for financial instruments, which were recognised at fair value, and in accordance with the going concern principle.

The condensed consolidated half-year financial statements are presented in Euro, which is also the Group functional currency, and all amounts are rounded to the nearest thousands of Euro, where not otherwise indicated.

Statement of compliance with IAS/IFRS

The condensed consolidated half-year financial statements were prepared in compliance with IFRS adopted by the European Union and in force at the preparation date of the financial statements and in particular IAS 34 “Interim Financial Statements” for interim financial disclosure.

Content and form of the condensed consolidated half-year financial statements

These explanatory notes were prepared by the Board of Directors on the basis of the consolidation and accounting records updated to June 30, 2024. The company opted to apply the Separate and Comprehensive Income Statements, the Balance Sheet, the Cash Flow Statement and the Statement of changes in Shareholders’ Equity, as permitted by IAS 1, considering such more representative of operations. In particular, the balance sheet was broken down between current and non-current assets and liabilities, the income

statement with allocation of income and charges by type and the cash flow statement using the indirect method, with breakdown of operating, investing and financing activities.

For comparative purposes, the financial statements are presented with the comparative balance sheet at December 31, 2023 and the H1 2023 income statement.

Consolidation scope

Subsidiaries

The Group condensed consolidated financial statements at June 30 include, through the line-by-line method, the companies in which it holds, directly or indirectly, control, as defined by IFRS 10, or the majority of share capital and voting rights.

All inter-company balances and transactions, including any unrealised gains and losses deriving from transactions between Group companies, are fully eliminated.

The subsidiary companies are fully consolidated from the date of acquisition, or from the date in which the Group acquires control, and ceases to be consolidated at the date on which the Group no longer has control.

The book value of the investments included in the consolidation scope is eliminated against the net equity of the investee companies according to the line-by-line method. Any difference between the acquisition cost and the book value of the net equity of the investees on the acquisition of the investment, is allocated to the specific assets, liabilities or contingent liabilities of the acquired companies, based on their fair value at the acquisition date and for the residual part, where fulfilling the requirements, to Goodwill. In this case, these amounts are not amortised but subject to an impairment test at least annually and where indicators of impairment exist.

Minority interests represent the part of profits or losses and of net assets not held by the Group and are shown in a separate income statement account and in the balance sheet under equity, separately from the Group net equity. The acquisition of minority interests in previous years are recognised utilising the “parent entity extension method”, on the basis of which the difference between the price paid and the book value of the share of net assets acquired is recorded as goodwill. Changes in ownership not resulting in a loss of control were treated as equity transactions and therefore recognised to net equity.

The companies included in the consolidation scope through the line-by-line method are listed below:

Company	Currency	Share capital	Group % holding	
			06/30/2024	12/31/2023
PARENT COMPANY:				
Milione S.p.A.	Euro	188,737		
<i>its subsidiary:</i>				
SAVE S.p.A.	Euro	35,971,000	100	100
<i>its subsidiaries:</i>				
Marco Polo Park S.r.l.	Euro	516,460	100	100
Belgian Airports SA	Euro	13,050,000	100	100
N-AITEC S.r.l.	Euro	50,000	100	100
Aer Tre S.p.A.	Euro	13,119,840	80	80
Società Agricola Save a r.l.	Euro	75,000	100	100
Archimede 3 S.r.l.	Euro	50,000	100	100

Associates and JV's

Where control of an activity is assigned jointly to two or more operators a Joint Arrangement is deemed to be in place and as such is classified as a Joint Operation (JO) or as a Joint Venture (JV) on the basis of the contractually-established underlying rights and obligations. In particular, a JV is a Joint Arrangement in which the participants, although having control over the main strategic and financial decisions through voting mechanisms which provide for the unanimous approval of decisions, do not have significant legal rights over the individual assets and liabilities of the JV. In this case, joint control concerns the net assets of the JV. This form of control is represented in the financial statements through valuation at equity. Joint Operations are however Joint Arrangements in which the participants have rights upon assets and direct obligations for the liabilities. In this case, the individual assets and liabilities and the relative costs and revenues are recognised to the financial statements of the participant on the basis of the rights and obligations of each, independently of the interest held. The Group's Joint Arrangements have all been classified as Joint Ventures.

The companies over which significant influence is exercised, generally accompanied by a holding of between 20% and 50% (investments in associates) and Joint Ventures (as previously qualified) are valued at equity.

For the application of the equity method the value of the investment is aligned with the adjusted equity, where necessary, to reflect the application of international financial reporting standards and includes the recognition of the higher amount paid and subject of the purchase price allocation identified on acquisition, and the effects of the adjustments required by the standards relating to the preparation of the consolidated financial statements.

In the case in which the Group establishes losses in value in the investment greater than already recognised through the equity method, the existence of an impairment is assessed to be recognised to the income statement, as the difference between the recoverable amount of the investment and its carrying amount.

A breakdown of the companies consolidated at equity (associates and JV's) are reported below.

Company	Currency	Share capital	Group % holding	
			06/30/2024	12/31/2023
Associates and Joint Ventures				
Airest Retail S.r.l.	Euro	1,000,000	50	50
GAP Sp.A.	Euro	510,000	49.87	49.87
Venezia Terminal Passeggeri Sp.A.	Euro	3,920,020	22.18	22.18
Brussels South Charleroi Airport SA	Euro	26,877,000	48.32	48.32
Venezia Logistica Europa Sp.A.	Euro	1,000,000	50.0	50
2A - Airport Advertising S.r.l.	Euro	10,000	50	50
Aeroporto Valerio Catullo di Verona Villafranca Sp.A.	Euro	114,378,880	45.23	44.15
Urban V Sp.A.	Euro	50,000	11.11	20

Basis of consolidation

Change of accounting standards

The accounting standards adopted for the preparation of the condensed consolidated half-year financial statements conform with those for the preparation of the annual financial statements of the Group at December 31, 2023 and the condensed consolidated financial statements at June 30, 2023.

IFRS Standards, Amendments and Interpretations applied from January 1, 2024

The following IFRS accounting standards, amendments and interpretations were applied for the first time by the Group from January 1, 2024:

- On January 23, 2020, the IASB published an amendment entitled **“Amendments to IAS 1 Presentation of Financial Statements: Classification of Liabilities as Current or Non-current”** and on October 31, 2022 published an amendment entitled **“Amendments to IAS 1 Presentation of Financial Statements: Non-Current Liabilities with Covenants”**. The purpose of the amendments is to clarify how to classify payables and other short or long-term liabilities. In addition, the amendments also improve the information that an entity must provide when its right to defer settlement of a liability for at least 12 months is subject to meeting certain parameters (i.e. covenants). The adoptions of these amendments do not have any effects on the Group consolidated financial statements.
- On September 22, 2022, the IASB published an amendment entitled **“Amendments to IFRS 16 Leases: Lease Liability in a Sale and Leaseback”**. The document requires the seller-lessee to measure the lease liability arising from a sale & leaseback transaction so as not to recognise income or losses relating to the retained right of use. The adoptions of these amendments do not have any effects on the Group consolidated financial statements.
- On May 25, 2023, the IASB published an amendment entitled **“Amendments to IAS 7 Statement of Cash Flows and IFRS 7 Financial Instruments: Disclosures: Supplier Finance Arrangements”**. This requires an entity to provide additional information on reverse factoring arrangements to enable users of financial statement to assess how financial arrangements with suppliers may affect the entity’s liabilities and cash flows and to understand the effect of such arrangements on the entity’s exposure to liquidity risk. The adoptions of these amendments do not have any effects on the Group consolidated financial statements.

IFRS Standards, Amendments and Interpretations not yet endorsed by the European Union

At the reporting date, the relevant bodies of the European Union had not yet concluded the process necessary for the implementation of the amendments and standards described below.

- On May 30, 2024, the IASB published the document **“Amendments to the Classification and Measurement of Financial Instruments—Amendments to IFRS 9 and IFRS 7”**. This clarifies a number of problematic issues emerging from the post-

implementation review of IFRS 9, including the accounting treatment of financial assets whose returns vary upon achievement of ESG objectives (i.e., green bonds). Specifically, the changes aim to:

- Clarify the classification of financial assets with variable returns and linked to environmental, social and corporate governance (ESG) objectives and the criteria to be used for the SPPI test assessment;
- determine that the date of settlement of liabilities through electronic payment systems is the date on which the liability is settled. However, an entity is permitted to adopt an accounting policy to allow a financial liability to be derecognised before transferring liquidity on the settlement date under certain specific conditions.

With these amendments, the IASB has also introduced additional disclosure requirements with respect to investments in equity instruments designated to FVOCI in particular.

The amendments will be applicable to financial statements for periods beginning January 1, 2026. The Directors do not expect this amendment to have a significant impact on the Group consolidated financial statements.

• On May 9, 2024, the IASB published a new standard - **IFRS 19 Subsidiaries without Public Accountability: Disclosures**. The new standard introduces some simplifications in the disclosures required by other IAS-IFRS standards. This standard can be applied by an entity that meets the following main criteria:

- It is a subsidiary company;
- It has not issued equity or debt instruments listed on a market and is not in the process of issuing them;
- It has its own parent company that prepares consolidated financial statements in accordance with IFRS.

The standard will be effective from January 1, 2027, although advance application is permitted. The Directors do not expect this amendment to have a significant impact on the Group consolidated financial statements.

• On April 9, 2024, the IASB published a new standard - **IFRS 18 Presentation and Disclosure in Financial Statements** - which will replace IAS 1 Presentation of Financial Statements. The new standard seeks to improve the presentation of key financial statement formats and introduces important changes to the income statement format. Specifically, the new standard requires that:

- Revenues and expenses are classified into three new categories (operating section, investment section, and financial section), in addition to the tax and discontinued operations categories already in the income statement;
- Two new sub-totals are presented: operating income and earnings before interest and taxes (i.e., EBIT).

The new standard also:

- Requires more information on the performance indicators defined by management;
- Introduces new criteria for aggregation and disaggregation of information; and,
- introduces a number of changes to the format of the cash flow statement, including a requirement that operating income is used as the starting point for the presentation of the cash flow statement prepared using the indirect method and that certain classification options are eliminated for some existing items (such as interest paid, interest received, dividends paid and dividends received).

The standard will be effective from January 1, 2027, although advance application is permitted. The Directors are currently assessing the possible effects of introduction of this new standard on the Group's consolidated financial statements.

- On August 15, 2023, the IASB published an amendment entitled "**Amendments to IAS 21 The Effects of Changes in Foreign Exchange Rates: Lack of Exchangeability.**" The document requires an entity to apply a consistent methodology in order to ascertain whether one currency can be converted into another and, when this is not possible, how to determine the exchange rate to be used and the disclosure to be made in the notes to the financial statements. The amendment will be applicable from January 1, 2025, although advance application is permitted. The Directors do not expect this amendment to have a significant impact on the Group consolidated financial statements.

- On January 30, 2014, the IASB published **IFRS 14 Regulatory Deferral Accounts** which permits only those adopting IFRS for the first time to continue to recognise amounts concerning Rate Regulation Activities according to the previous accounting standards adopted. As the Company/Group is a first-time adopter, this standard is not applicable.

Seasonal activities

The Group operates in a sector in which, when operating under normal conditions and due to its cyclical nature, higher revenues and operating results are expected in the second and third quarters rather than in the first and final quarters of the year. It has been observed in fact that in recent years air traffic is concentrating in the June-September period, during the peak summer vacation period and the maximum usage levels of the directly managed infrastructure.

Significant accounting estimates

The preparation of the condensed consolidated half-year financial statements and the relative notes in application of the relevant accounting standards requires that directors make estimates and assumptions on the values of the assets and liabilities in the financial statements and on the disclosures relating to the assets and contingent liabilities at the reporting date. The estimates and assumptions adopted are based on experience and other elements deemed relevant and are periodically revised; the effects of all changes to such estimates and assumptions are reflected in the income statement of the year in which the estimate is revised. The emergence of results that differ from those estimated may require even significant adjustments that cannot be estimated or predicted at present.

It should also be noted that some valuation processes, in particular the most complex, such as the determination of any loss in value of non-current assets, are generally made on a complete basis on the preparation of the annual accounts, when all the necessary information is available, except where there are specific indications of impairment which require an immediate valuation of any loss in value.

Impairment on goodwill and other intangible assets

An impairment test is carried out on goodwill on an annual basis; this test requires an estimate of the value in use from the cash generating units of the cash flows to which the

goodwill is attributed, in turn based on the expected future cash flows of the unit and discounted in accordance with an adequate discount rate.

Reference should be made to the “Test on the recoverability of assets and group of assets” paragraph for further information.

Deferred tax assets

Deferred tax assets refer to the temporary differences between the amounts recorded in the financial statements and those recorded for tax purposes, attributable to the deferred deductibility of costs, principally relating to risk provisions, and tax losses carried forward by some Group companies.

These assets are recognised in the financial statements on the basis of a discretionary assessment by the Directors on the probability of their recovery, with particular regard to the capacity of the Parent Company and of the subsidiaries, also considering the option of a “tax consolidation”, to generate future assessable income in the coming years on the basis of the forecasts made considering the above-mentioned operating and industrial environment, subject by definition to significant uncertainties, in particular within the current economic and sector environment.

The calculation was made based on the expected tax rates for the year in which the temporary differences are expected to reverse.

Doubtful debt provision

The doubtful debt provision is based on a specific analysis of receivables in dispute and also an analysis of overdue receivables. The provision includes, in addition, the measurement of the residual receivables according to the Expected Loss method, calculated over the entire duration of the receivable as per IFRS 9. The overall valuation of the realisable value of trade receivables requires estimates on the probability of recovery of the above-mentioned receivables, in addition to the write-down percentages applied to receivables not in dispute and, therefore, is subject to uncertainty.

Assets under concession replacement provision

The Replacement provision, in line with the contractual obligations in place, includes the allocations for maintenance and restoration on assets comprising infrastructure on the Balance Sheet which must be returned to the state in perfect operating condition on conclusion of the concession.

The Replacement Provision is updated annually based on a technical evaluation of the estimated future charges relating to the cyclical maintenance of the assets which will be returned free at the end of the concession and is utilised based on the maintenance undertaken during the year.

Pension provision and other post-employment benefits

The cost of defined benefit plans and post-employment benefits are determined utilising actuarial valuations. The actuarial valuations require the consideration of statistical hypothesis concerning discount rates, the expected return on plan assets, future salary increases, mortality rates and future pension increases. Actuarial gains and losses concerning defined benefit plans are recognised to the comprehensive income statement and are not recognised to the income statement. Interest costs are however recognised to

the income statement. Due to the long-term nature of these plans, these estimates are subject to a significant degree of uncertainty.

Current income taxes

Current income taxes are valued on the basis of the amount expected to be recovered or paid to the tax authorities. The tax rates and regulations used to calculate such amounts are those issued or substantially issued as at the reporting date of the condensed consolidated half-year financial statements. Current income taxes relating to items recorded directly in net equity are charged directly to equity and not to the income statement.

Accounting policies and key information on the Accounting Standards

The accounting policies adopted, in addition to the key information related to the international accounting standards (IAS/IFRS) applied for these consolidated financial statements, are set out below.

Intangible assets

An intangible asset is an asset without physical substance, identifiable, under control of the entity and capable of generating future economic benefits, and those derived from business combinations.

The useful life of the intangible assets is measured as finite or indefinite.

Intangible assets with a definite useful life are recorded at acquisition or production cost or, where deriving from business combinations, are capitalised at the fair value at the acquisition date; these assets include accessory charges, amortised on a straight-line basis for the period of their residual useful life in accordance with IAS 36 and undergo an impairment test whenever there are indications of loss in value.

The residual value at the end of the useful life is presumed to be zero unless there is a commitment by a third-party purchaser of the asset at the end of the useful life or an active market for the asset exists. The Directors review the estimate of the useful life of intangible assets at each reporting date.

The amortisation of finite intangible assets is recorded in the income statement under the category of costs relating to intangible assets.

The indefinite intangible assets undergo a half-year and/or annual impairment test for loss in value at individual level or at cash generating unit level. The recoverability of the value recorded is verified adopting the criteria indicated below. These assets are not amortised. The useful life of an indefinite intangible asset is reviewed on an annual basis in order to assess whether the conditions exist for it to remain in this classification.

The useful life of the various intangible asset categories is illustrated below:

CATEGORY	AMORTISATION PERIOD
Patents and intellectual property rights software	3 years / 5 years
Airport Concession rights	Duration of Airport concession
Patent and intellectual property rights	5 years
Licences, brands and similar rights	Duration of contract

“Patents and intellectual property rights” principally refers to costs for the implementation and tailoring of operational software.

“Airport concession rights” refer to the amount recognised under intangible assets against the airport infrastructure assets held in relation to the concession rights acquired for the management of the infrastructures which permits the right to charge for the utilisation of such infrastructure, in execution of a public service, in accordance with the provisions of IFRIC 12 – Service Concession Arrangements.

This item was amortized taking into consideration the estimated residual value of this asset, which is equal to the estimated value recognized to the Concession holder in accordance with the Navigation Code at the end of the airport concessions held by the Group companies.

Development costs refer mostly to internal activities carried out by the indirect subsidiary Naitec S.r.l., aimed at applying to current and potential products and services the results of research or other knowledge owned or acquired, prior to the start of commercialization or use, and are amortized over five fiscal years.

Business combinations and goodwill

Business combinations before January 1, 2010

Business combinations are recorded in accordance with the purchase method. The cost of the business combination is measured as the aggregate of the present values, at the date of exchange, of assets sold, liabilities incurred or assumed, and equity instruments issued by the purchaser, in exchange for control of the company acquired, plus any costs directly attributable to the business combination.

The acquisition cost is allocated to the assets, liabilities and contingent liabilities of the company acquired measured at fair value at the acquisition date, which satisfy the criteria as per IFRS 3. The difference recorded between the business combination cost and the amount acquired at net fair value of the assets, liabilities and contingent liabilities is recorded as goodwill.

Goodwill acquired in a business combination is not amortised; an impairment test is undertaken annually to verify any loss in value, or more frequently if specific events or changed circumstances indicate the possibility of an impairment, in accordance with IAS 36 “Impairment of assets”.

In the determination of the fair value of the assets and liabilities and the impairment tests, the evaluations of the Directors are supported by opinions from independent experts.

The minority interests in the companies acquired are initially measured at the fair value of the assets, liabilities and contingent liabilities recognised.

Business combinations after January 1, 2010

Following the introduction of IFRS 3 Revised, from January 1, 2010, date of first prospective application of the standard, business combinations are recognised utilising the acquisition method.

The acquisition cost is calculated as the total of the fair value at the date of acquisition and the value of any minority equity holding in the acquisition. For every business combination, the buyer must measure any minority holding at fair value or in proportion to the amount held in the identifiable net assets of the acquisition. The acquisition costs are expensed and classified under administration expenses.

When the group acquires a business, the financial assets acquired or liabilities assumed under the agreement are classified or designated in accordance with the contractual terms, the economic conditions and the other conditions at the acquisition date. This includes the verification to establish whether an embedded derivative must be separated from the host contract.

If the business combination is realised in a series of phases, the purchaser recalculates the fair value of the holding previously held and measures under the equity method and records to the income statement any resulting profit or loss. Every potential payment is recorded by the purchaser at fair value at the acquisition date. The change in the fair value of the potential payment classified as an asset or liability will be recorded in accordance with IAS 39, in the income statement or in the statement of comprehensive income. If the potential payment is classified under equity, the value must not be recalculated until its elimination is recorded against equity. Goodwill is initially valued at cost calculated as the difference between the sum of the amount paid and the amount recognised for the minority interest holdings compared to the net identifiable assets acquired and liabilities assumed by the Group. If the amount is lower than the fair value of the net assets of the subsidiary acquired, the difference is recorded in the income statement. After initial recognition, goodwill is measured at cost, less any accumulated loss in value. For the purpose of impairment testing, goodwill acquired in a business combination must, from the acquisition date, be allocated to each of the Group's cash-generating units which are expected to benefit from the synergies of the combination, irrespective of whether other assets or liabilities of the entity are assigned to those units.

If the goodwill is allocated to a cash-generating unit and the entity sells part of the activities of this unit, the goodwill associated with the activity sold is included in the book value of the activity when determining the gain or loss deriving from the sale. The goodwill associated to assets sold is calculated based on the relative values of the asset sold and the part maintained by the cash-generating unit.

Property, plant & equipment

Property, plant and equipment are initially recognised at purchase price or construction cost or, where deriving from business combinations, at fair value at the acquisition date; the value includes the price paid to acquire or construct the asset (net of discounts) and any directly attributable costs to the acquisition and necessary for the asset to enter into service. The assets held by third parties are measured at fair value on the basis of a specific valuation.

The purchase price or construction cost is net of public grants which are recognised when the conditions for their concession are verified.

Land, both constructible and relating to civil and industrial buildings, is accounted for separately and is not depreciated in that it has an indefinite useful life.

Tangible assets are presented net of accumulated depreciation and any losses in value, calculated as described below. Depreciation is calculated, on a straight-line basis, based on the estimated useful life.

Losses in value are charged to the income statement under depreciation costs. Such losses are restated when the reasons for their write-down no longer exist.

At the time of sale, or when there are no expected future economic benefits from the use of an asset, it is eliminated from the financial statements and any loss or profit (calculated as the difference between sale's price and book value) is charged to the statement of profit and loss in the year of its elimination.

Where a tangible fixed asset comprises a number of significant components with differing useful lives, the depreciation is carried out separately for each component. Land is not depreciated and fixed assets held-for-sale are valued at the lower of the subscription value and the fair value net of selling costs.

Maintenance and repair expenses, which do not increase the value and/or extend the residual useful life of the asset are expensed in the period in which they are incurred; where they increase the value and/or extend the residual life of the assets, they are capitalised.

Property, plant and equipment are depreciated on a straight-line basis based on the residual useful life of the asset, as follows:

CATEGORY	%
Buildings	3%
Runway vehicles and equipment	31.5%
Office machinery	12.5%
Other machinery/plant	15.0%
Communication plant	25.0%
Alarm systems	30.0%
Operating/loading/unloading machinery	10.0%
Equipment	35% - 15% - 12.5%
Motor vehicles	20% - 25%
Ordinary office machinery	12.0%
Furniture & fittings	15.0%
Telephones and EDP	20.0%

Right-of-use leased assets

Assets held by the Group under operating or finance leases are accounted for by Milione S.p.A. and its subsidiaries in accordance with the provisions of IFRS 16 - Leases. The standard introduced the definition of leases and provides for a criterion based on control (right of use) of an asset to distinguish lease contracts from service contracts, identifying essential differences: the identification of the asset, the right of replacement of the asset, the right to obtain substantially all the economic benefits from the use of the asset and the right to use the asset underlying the contract.

It establishes a single model to recognise and measure leasing contracts for the lessee, which provides also for the recognition of operating leases under assets with a related financial payable. The financial debt is determined by discounting lease payments according to the incremental borrowing rate. The Group opted for the exemption permitted by IFRS paragraph 16:5(b) concerning lease contracts where the underlying

asset qualifies as a low-value asset. The contracts for which the exemption has been applied primarily fall within the following categories:

- Computers, telephones and tablets;
- Printers;
- Other electronic devices;
- Furniture and fittings.

Impairments on intangible assets and property, plant and equipment

The carrying amount of intangible assets and property, plant and equipment of the Group undergo an impairment test whenever there are signs internal or external to the entity which indicate the possibility of a loss in value of the assets or group of assets (defined as the Cash-Generating Unit or CGU).

The recoverable value is the higher between the fair value of the asset or cash generating unit, net of selling costs, and its value in use. The recoverable value is determined by individual asset except when this asset generates cash flows which are not sufficiently independent from those generated by other assets or groups of assets.

If the carrying amount of an asset is higher than its recoverable value, this asset has incurred a loss in value and is consequently written down to the recoverable value. In the determination of the value in use, the estimated future cash flows are discounted by the Group at a pre-tax rate that reflects the market assessment of the current value of money and the risks specific to the asset. In determining the fair value less selling costs, an adequate valuation model is utilised. These calculations are made utilising appropriate valuation multipliers, listed equity prices for publicly traded securities and other fair value indicators available.

The losses in value incurred by operating assets are recorded in the income statement in the category of costs relating to those assets.

At each reporting date, the Group also evaluates, in relation to the assets other than goodwill, the existence of indicators of a recovery in the loss of value previously recorded and, where these indicators exist, makes an estimate of the recoverable value. The value of an asset previously written down may be restated only if there have been changes in the estimates used to determine the recoverable value of the asset after the last recording of a loss in value. The recovery of value cannot exceed the carrying amount which would have been calculated, net of depreciation or amortisation, where no such loss in value was recorded in previous years. This recovery is recorded in the income statement unless the fixed asset is recorded at revalued amount, in which case the recovery is treated as a revaluation profit.

The value of goodwill may not be reversed following an increase in the recoverable value.

The following criteria are utilised for the recording of impairments on specific categories of assets:

Goodwill and Concessions

The Group undertakes an impairment test on goodwill and concessions annually, or more frequently if events or changes in circumstances indicate that the carrying amount may have incurred a loss in value.

The loss in value on such intangible assets is determined through a valuation of the recoverable value of the cash-generating unit (or group of units) to which they relate. When the recoverable value of the cash-generating unit (or group of units) is lower than the carrying value of the cash-generating unit (or group of cash-generating units) to which the intangible assets are allocated, a loss in value is recognised.

The decrease in the value of goodwill cannot be restated in future years.

The impairment test compares the carrying amount of the asset or of the cash-generating unit (CGU) with the recoverable value of the asset, arising from the higher between the fair value (net of selling costs) and the value of the net discounted cash flows which are expected to arise from the asset or from the CGU.

Each unit or Group of units to which the intangible asset is allocated represents the lowest level within the Group to which the goodwill is monitored at internal management level. The conditions and the methods for any write-back of an asset previously written down applied by the Group, excluding in any case any recovery in the value of goodwill, are those as per IAS 36.

Investments in subsidiaries and associates

The Group may hold some investments in subsidiaries or associates which however are not consolidated as not considered operative and/or significant, whose balance sheet and income statement effects from full consolidation or consolidation at equity would substantially be in line with the carrying value in the financial statements of the Group.

Non-current assets held-for-sale and discontinued operations

Non-current assets and discontinued groups classified as held-for-sale are measured at the lower of their carrying value and the fair value less selling costs. Non-current assets and discontinued groups are classified as held-for-sale when the carrying value will be recovered through a sales operation rather than through their continual use. This condition exists only when the sale is highly probable and the asset or discontinued group is available for an immediate sale in its current conditions.

In the consolidated income statement and the previous year comparative period, the profits and losses of discontinued operations must be classified separately from profits and losses from continuing operations, shown after taxes, even when the Group maintains a minority interest in the subsidiary after the sale. The resulting profit or loss, after income taxes, is shown separately in the income statement.

Plant, property and equipment and intangible assets once classified as held-for-sale are no longer amortised or depreciated.

Financial assets

With regards to the classification and measurement of financial assets, the Group applied IFRS 9 to the instruments recognised at January 1, 2018 and did not apply this standard to assets which had already been eliminated for accounting purposes at the initial application date.

All financial assets recognised which fall within the scope of IFRS 9 should subsequently be measured at amortised cost or at fair value on the basis of the business model of the entity managing the financial assets and the characteristics concerning the contractual cash flows of the financial asset.

Specifically:

- Debt instruments held within a business model whose objective is the holding of financial assets for the collection of the contractual cash flows, and whose cash flows are represented only by the payment of capital and interest on the amount of the capital to be repaid, are subsequently measured at amortised cost;

Debt instruments held within a business model whose objective is achieved both through the collection of the contractual cash flows and the sale of the financial assets, and whose cash flows only derive from the payment of capital and interest on the amount of capital to be repaid, are subsequently measured at fair value with changes recognised to other comprehensive income (FVTOCI);

- All other debt instruments and capital instruments are subsequently measured at fair value, with changes recognised to profit or loss (FVTPL).

Where an investment in a debt instrument measured as FVTOCI is eliminated, the cumulative profit (loss) recognised previously to other comprehensive income is reclassified from shareholders' equity to the profit (loss) for the year through a reclassification adjustment. On the other hand, when an investment in a capital instrument designated as measured at FVTOCI is eliminated, the cumulative profit (loss) recognised previously to other comprehensive income is subsequently transferred to retained earnings without transiting from the income statement.

Debt instruments subsequently valued at amortised cost or FVTOCI are subject to an impairment test.

Loans and receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments, which are not listed on an active market. After initial recognition, these assets are measured in accordance with the amortised cost criteria using the effective discount rate method net of all provisions for loss in value.

The amortised cost is calculated taking into consideration all discounts or purchase premiums and includes the commissions which are an integral part of the effective interest rate and of the transaction costs. The gains and losses are recognised to the income statement when the loans and receivables are eliminated or if there is a loss in value, also through the amortisation process.

Available-for-sale financial assets

The financial assets available-for-sale are those financial assets, excluding derivative financial instruments, which were designated as such or are not classified in any of the other preceding categories. After initial recognition, the financial assets held for sale are

measured at fair value and the gains and losses are recorded in a separate equity reserve. The fair value is determined with reference to the market value (bid price) at the reporting date; in the case of non-quoted instruments they are determined through technical financial valuation methods commonly used. When the assets are eliminated, the gains or losses accumulated in equity are recognised in the Income Statement. Interest matured or paid on these investments is recorded as interest income or expense, utilising the effective interest rate. Dividends matured on these investments are recognised in the Income Statement as “dividends received” when the right for collection arises.

Fair value

In the case of shares widely traded in regulated markets, the fair value is determined with reference to the stock market prices recorded at the end of trading at the reporting date. For the investments for which no active market exists, the fair value is determined through valuation techniques based on recent transaction prices between independent parties; the current market value of a substantially similar instrument; the analysis of the discounted cash flows; option pricing models.

Impairment of financial assets

In relation to the loss in value of the financial assets, IFRS 9 requires the application of a model based on expected credit losses, instead of based on the losses on receivables already incurred required by IAS 39. The differing model based on expected losses on receivables requires the Group to consider these losses and their changes and at each balance sheet date to reflect changes in the credit risk since the initial recognition of the financial asset. In other words, it is no longer necessary that an event occurs to put in doubt the recoverability of the receivable before the recognition of a doubtful debt.

IFRS 9 requires the Group to recognise the doubtful debt provision for expected losses on receivables with regards to:

- 1) Investments in debt instruments valued subsequently at amortised cost or FVTOCI;
- 2) Financial lease receivables;
- 3) Commercial receivables and contract assets;
- 4) commitments to issue loans and guarantee contracts to which the reduction in value provisions of IFRS 9 apply.

In particular, IFRS 9 requires that the Group measures the provision to cover the losses of a financial asset at an amount equal to the expected losses over the lifetime of the receivable (lifetime expected credit losses, ECL), where the credit risk of this financial asset is significantly increased after initial recognition, or where the financial instrument is an acquired or arising deteriorated financial asset. Therefore, where the credit risk of a financial instrument has not increased significantly after initial recognition (except for an acquired or arising deteriorated financial asset), the Group should measure the coverage of losses provision for the financial instrument for an amount equal to the expected credit losses from a default event in the 12 subsequent months (12-months expected credit losses). IFRS 9 in addition, in such circumstances, requires the adoption of a simplified method to measure the provision for the coverage of losses for the trade receivables, the contract assets and the finance lease receivables, estimating the lifetime expected credit losses.

Inventories

Inventories, excluding contract work-in-progress, are recorded at the lower of purchase or production cost and realisable value represented by the amount that the Company expects to obtain from their sale in the normal course of operations. The cost of inventories is calculated using the weighted average cost method. Contract work-in-progress is measured on the basis of the payments agreed in relation to the advancement of the work, determined utilising the cost-to-cost method. The payments on account paid by clients are deducted from inventories up to the payments matured; the remaining part is recorded under liabilities. Any losses deriving from the completion of the contracts are recognised fully in the period in which such is ascertained.

Cash and cash equivalents

Cash and cash equivalents include those values which are available on demand at short notice, certain in nature and with no payment expenses.

Employee benefits

The benefits guaranteed to employees paid on the conclusion of employment or other long-term benefits are recognised in the period the right matures.

The liability, net of any plan assets, is calculated on the basis of actuarial assumptions and is recorded by the accrual method consistent with the years of employment necessary to obtain such benefits. The liability is calculated by independent actuaries utilising the projected unit credit method. The amount not only reflects the payables matured at the condensed consolidated half-year reporting date (only for companies with less than 50 employees), but also the future salary increases and related statistical data.

Provisions for risks and charges

Provisions for risks and charges relate to costs and expenses of a defined nature and of certain or probable existence whose amount or date of occurrence is uncertain at the present condensed half-year consolidated balance sheet date. The provisions are recorded when:

- (i) it is probable the existence of a current obligation, legal or implicit, deriving from a past event;
- (ii) it is probable that compliance with the obligation will result in a charge;
- (iii) the amount of the obligation can be estimated reliably.

Provisions are recorded at the value representing the best estimate, supported by expert opinion, of the amount that the Company would rationally pay to discharge the obligation or to transfer it to a third party at the reporting date. When the financial effect of the time is significant and the payment dates of the obligations can be reliably estimated, the provision shall be discounted at the average cost of debt to the company; the increase of the provision due to the passing of time is recorded in the income statement in the account "Net financial income/(expenses)".

When the liability relates to intangible assets (infrastructure), it includes the amounts necessary for the initial maintenance or replacement of each asset constituting the owned infrastructure, so as to ensure all interventions on the scheduled date, necessary for adequate maintenance of the assets until the end of the concession.

Trade payables and other non-financial liabilities

Payables, which mature within the normal commercial terms, are recognised at cost (their nominal value). The payables in foreign currencies are recorded at the transaction exchange rate and, subsequently, translated at the year-end rate. The profits and losses deriving from the conversion are recorded in the income statement.

The other liabilities are recorded at cost (identified as nominal value).

Loans

Other financial liabilities, with the exception of the derivatives, are recognised initially at cost, corresponding to the fair value of the liability plus transaction costs that are directly attributable at the issue of the liability.

After initial recognition, the financial liabilities are measured at amortised cost using the original effective interest rate, which is the rate that renders equal, on the initial recognition, the present cash flow value and the initial recognition value (amortised cost method).

Any gain or loss is recognized in the income statement when the liability is extinguished, as well as through the amortization process.

Financial liabilities

Financial liabilities are recognised in accordance with IFRS 9 and, with the exception of derivative financial instruments, are initially recognised at cost, corresponding to the fair value of the liability plus transaction costs that are directly attributable at the issue of the liability.

After initial recognition, the financial liabilities are measured at amortised cost using the original effective interest rate, which is the rate that renders equal, on the initial recognition, the present cash flow value and the initial recognition value (amortised cost method).

Any gain or loss is recognized in the income statement when the liability is extinguished, as well as through the amortization process.

Derivative financial instruments and hedging operations

In line with the strategy chosen, the Group does not carry out operations and derivatives for speculative purposes. However, in the case in which these operations were undertaken for hedging purposes not qualifying as hedges according to the rules of IFRS 9, such are recognised as trading operations.

Derivative financial instruments are classified as hedging instruments (therefore designated as Hedge Accounting) when the relation between the derivative and the hedged item is formally documented and the effectiveness of the hedge, periodically verified, is high. In accordance with IFRS 9, the verification of the efficacy of the hedge is based on the evaluation of the “economic relationship” between the hedged element and the hedging element, favouring therefore qualitative aspects over quantitative aspects. When the hedged derivatives cover the risk of change of the fair value of the instruments hedged (fair value hedge; e.g. hedge in the variability of the fair value of asset/liabilities at fixed rate), these are recorded at fair value through the income statement; therefore, the hedging instruments are adjusted to reflect the changes in fair value associated to the risk

covered. When the derivatives hedge the risk of changes in the cash flows of the hedge instrument (cash flow hedge; e.g. coverage of changes in cash flow of asset/liabilities at variable interest rate due to changes in the interest rates), the changes in the fair value are initially recognised under equity and subsequently through the income statement in line with the economic effects produced from the operation hedged.

The changes in the fair value of the derivatives compared to their initial value, which do not satisfy the conditions for hedge accounting, are recorded through the income statement.

Measurement of income components

Revenues are recognised as per IFRS 15 and for an amount which reflects the payment which the entity considers to have the right to in exchange for the transfer of goods or services to the customer. These are recognised when the contractual obligations have been complied with and in particular when control has been transferred to the customer. In addition, in the measurement of revenue it is necessary to take into account the probability of obtaining and/or collecting the economic benefit related to the income.

Revenues are recorded net of returns, discounts and premiums and promotional charges directly related to the sales revenue, in addition to direct sales taxes.

Airport management services can be broken into two categories: aviation and non-aviation.

Aviation revenues

The former category primarily consists of managing, maintaining and developing airport infrastructure, which also includes security checks and surveillance, as well as services related to the landing and departure of aircraft for passengers, other users and airport operators. Consideration for such services takes the form of airport fees of the following types paid by airlines, airport operators and passengers (defined by a regulated tariff system). These principally comprise: passenger boarding fees, landing and departure fees, aircraft parking and storage fees. Other sources of revenues concern the fees for the checking of departing passengers, checked baggage safety control fees, PRM fees (reduced mobility passengers), fees for the exclusive use of assets and de-icing service fees. The General Aviation business includes the full range of services relating to business traffic. Commercial discounts, recorded as a direct deduction of revenues, are measured on the basis of contracts signed with airlines and tour operators.

Non-aviation revenues

The main non-aviation activities include however a wide range of services, some provided directly and others indirectly through sub-concession contracts for commercial services for passengers and operators. This include parking management, retail and advertising. These revenues consist of the market fees for activities directly carried out by the Group and from activities carried out by third parties under license and of royalties based on a percentage of revenues generated by the licensee, usually with the provision of a guaranteed minimum.

Royalties are recorded based on the accruals principle, in accordance with the contracts in force and IFRS 15.

Interest income is recognised in accordance with the accruals principle, which takes into account the effective yield of the assets to which it refers.

Dividends are recorded when the shareholders have the right to receive them.

Measurement of costs and expenses

Costs are recorded when relating to goods and services sold or consumed in the year or when there is no future utility.

Income taxes

Current income taxes

Current income taxes are valued at the amount expected to be recovered or paid to the tax authorities. The tax rates and regulations used to calculate such amounts are those issued or substantially issued as at the reporting date of the consolidated financial statements. Current income taxes relating to items recorded directly in equity are charged directly to net equity and not to the income statement.

Deferred taxes

Deferred taxes are calculated using the liability method on temporary differences between values used for fiscal purposes and the assets and liabilities reported in the present consolidated financial statements. Deferred tax liabilities derive from all temporary timing differences, except for the initial recognition of goodwill or of an asset or liability in a transaction that is not a business combination and that, at the time of the transaction, has no effects on the profit for the year calculated for the financial statements or on the profit or loss calculated for tax purposes.

The reversal of the temporary differences, related to investments in subsidiaries, associates and joint ventures, can be controlled and it is probable that such will not occur in the foreseeable future.

Deferred tax assets are recorded against all temporary deductible differences and fiscal losses carried forward, up to the amount it is probable there exists adequate future assessable profits against the utilisation of the temporary deductible differences and of the assets or liabilities carried forward, except in the case where the deferred tax asset related to the temporary deductible differences derives from the initial recording of an asset or a liability in a transaction that is not a business combination and that, at the time of the transaction, does not impact on the profit of the period calculated for the accounts or on the losses calculated for tax purposes. In the case of temporary differences related to investments in subsidiaries, associates and joint ventures, the deferred tax assets are only recognised to the probable extent that the temporary differences will reverse in the foreseeable future and there are sufficient assessable amounts to utilise such temporary differences.

The rates utilised for the calculation of deferred taxes, which reflect the expected rates on the basis of national legislation in force, are the following:

IRES	24%
IRAP	4.2% (Airport Companies)
IRAP	3.9%

Conversion of accounts in foreign currencies

These condensed consolidated financial statements are presented in Euro, which is the Company's operational currency. Each Group company decides the operative currency to be used to value the accounts in the financial statements. Transactions in foreign currency are initially recorded at the exchange rate (referred to the operative currency) at the transaction date. Monetary assets and liabilities in foreign currency are translated to the operative currency at the exchange rate at the condensed consolidated half-year reporting date. All exchange differences are recognised in the income statement. Non-monetary items valued at historical cost in foreign currency are translated by using the exchange rates in effect on the date the transaction was first recorded. Non-monetary

items recorded at fair market value in foreign currency are translated by using the exchange rate on the date the value was calculated.

Regional overview

The Group focus on Airport operations resulted in the *de facto* concentration of the business in Italy, therefore no longer requiring disclosure upon the main geographic areas.

Information concerning the Principal Clients

Approx. 10% of the total revenue of the subsidiary SAVE S.p.A. derived from the airline Ryanair, while approx. 58.8% of that of the subsidiary Aer Tre S.p.A., which manages Treviso airport, derived in H1 2024 from the airline Ryanair.

Net Financial Position

The Group **net debt** increased from Euro 888.6 million at December 31, 2023 to Euro 909.8 million at June 30, 2024.

(Euro thousands)	06/30/2024	12/31/2023	06/30/2023
Cash and cash equivalents	89,783	115,268	82,875
Other financial assets	27,813	26,010	44,284
Financial assets	117,596	141,278	127,159
Bank payables	7,684	7,670	7,670
Other financial liabilities – current portion	1,643	716	939
Current liabilities	9,327	8,386	8,609
Bank payables – less current portion	1,013,692	1,016,376	1,018,800
Other lenders – less current portion	4,415	5,164	3,779
Non-current liabilities	1,018,107	1,021,540	1,022,578
Net financial position from Continuing Operations	(909,838)	(888,648)	(904,028)
Net Financial Position	(909,838)	(888,648)	(904,028)
Total gross payables to banks	1,021,376	1,024,046	1,026,469

Reference should be made to the Directors' Report for a detailed analysis of the changes to this indicator in the period.

ANALYSIS OF THE MAIN BALANCE SHEET ACCOUNTS

(where not otherwise specified, the amounts are expressed in thousands of Euro)

ASSETS

Current Assets

at

06.30.2024	€	195,745
12.31.2023	€	197,180
Cge.		(1,435)

The items of the above stated account are as follows:

1. Cash and cash equivalents

at

06.30.2024	€	89,783
12.31.2023	€	115,268
Cge.		(25,485)

These concern the bank current accounts available and cash and cash equivalents at the reporting date. The main asset amounts are held by the subsidiary Save S.p.A. for approx. Euro 71.6 million and by the Parent Company for approx. Euro 17.9 million.

Cash and cash equivalents are reported at their book value, which is considered a reasonable approximation of the fair value at the date of the present condensed half-year consolidated financial statements.

2. Other financial assets

at

06.30.2024	€	27,813
12.31.2023	€	26,010
Cge.		1,803

The Group holds financial derivatives in order to cover its exposure to interest rate risk regarding specific liabilities. These instruments meet the conditions to be accounted for under hedge accounting rules.

At June 30, 2024 Milione S.p.A. had six IRS contracts in place entered into on February 16, 2022, with effect from February 14, 2022 and maturity on December 31, 2026, with a total notional value of Euro 486 million. As a result of these contracts, Milione S.p.A. pays a fixed rate of 0.6955%, which is exchanged for a variable rate of Euribor at 6M

The fair value of the aforementioned IRS instruments at June 30, 2024 was positive and amounted to Euro 27.7 million.

The item also includes financial receivables from the associated company Venezia Logistica Europa.

3. Tax receivables

at

06.30.2024	€	358
12.31.2023	€	394
Cge.		(36)

The item includes for approx. Euro 0.2 million the Group VAT receivable and for approx. Euro 0.1 million the IRES receivable on withholdings on interest income.

4. Other receivables

at

06.30.2024	€	5,268
12.31.2023	€	4,240
Cge.		1,028

The composition of the account is as follows:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Social security institution receivables	148	10	138
Suppliers for advances	1,782	1,437	345
Other receivables	2,998	2,398	600
Other assets for suspended financial charges	340	395	(55)
Total other receivables	5,268	4,240	1,028

Receivables from suppliers for advances refers mainly to contractual advances for investments. "Other assets for suspended financial charges" includes the portion of ancillary charges incurred as part of the refinancing transaction carried out in H1 2022 and referring to currently unused credit lines.

Other receivables includes the amounts recognised by Save S.p.A. in the period in terms of white certificates matured at the reporting date for Euro 0.5 million and the receivables from RFI in relation to the temporary occupation of land subject to works for the construction of the railway link road for Euro 1.2 million.

5. Trade receivables

at

06.30.2024	€	68,692
12.31.2023	€	47,463
Cge.		21,229

The breakdown of trade receivables is outlined below:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Trade receivables – third parties	58,445	44,137	14,308
Trade receivables - related parties	10,247	3,325	6,922
Total trade receivables	68,692	47,463	21,229

This principally concerns receivables from airlines for aviation activities and receivables from sub-agents for commercial spaces.

Trade receivables increased on December 2023 by Euro 21.2 million due to the increase in operations in the period.

The table below illustrates the trade receivables and the relative provision for doubtful accounts:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Trade receivables	60,191	45,851	14,340
Doubtful debt provision	(1,746)	(1,713)	(33)
Total trade receivables	58,445	44,137	14,308

The Group doubtful provision amounts to Euro 1.7 million; this considers the analysis of individual positions, for a number of which a credit recoverability risks exists, an analysis concerning the ageing of the receivable, and the opinion expressed by the appointed legal counsel. This is in line with the valuation methods as per IFRS 9 already described.

The movement in the Doubtful Debt Provision in the period were as follows:

BALANCE AT 12/31/2023	1,713
Utilisations and other movements	34
Provisions in the half-year	(1)
BALANCE AT 06/30/2024	1,746

An analysis of the ageing of trade receivables of the Group at June 30, 2024 is reported below:

Trade receivables from third parties	Total	Not yet due	Due < 30 Days	Due 30-60 Days	Due 60-90 Days	Due 90-120 Days	Due > 120 Days
06/30/2024							
Net receivables	58,445	45,497	4,166	2,292	1,010	741	4,739
12/31/2023							
Trade receiv. from third parties	Total	Not yet due	Due < 30 Days	Due 30-60 Days	Due 60-90 Days	Due 90-120 Days	Due > 120 Days
Net receivables	44,137	25,636	7,886	3,282	1,496	1,766	4,071

The monitoring and reminder activities continued in order to limit credit risk.

With regards to the trade receivables balance, it is considered in fact that, following the actions, also of a legal nature, undertaken for credit protection and receipt, based on the information currently available, supported by the legal experts handling the relative disputes and in view of the guarantees received, including sureties, the net value indicated above prudently reflects the expected realisable value.

Trade receivables are reported at their book value net of write-downs; it is considered that this value reasonably approximates the fair value of such receivables, as at Group level there are no medium/long-term receivables which require discounting.

Trade receivables from related parties entirely concern investee companies not consolidated line-by-line:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Airest Group	8,507	1,645	6,862
2A - Airport Advertising S.r.l.	980	377	603
Aeroporto Valerio Catullo S.p.A.	311	620	(309)
Venezia Logistica Europa S.p.A.	387	582	(195)
Brussels South Charleroi Airport (BSCA) SA	62	29	32
Other minor	-	72	(72)
Total	10,247	3,325	6,922

The increase in receivables from the companies of the Airest Group concerned the level of invoicing in the first half of 2024, in addition to a seasonality factor, as the value of the receivable is in line with 30.06.2023.

6. Inventories

at

06.30.2024	€	3,831
12.31.2023	€	3,805
Cge.		26

The value of inventories principally concerns the subsidiaries Save S.p.A. for Euro 1,991 thousand and N-Aitec S.r.l. for Euro 1,773 thousand.

Non-current assets

at		
06.30.2024	€	1,780,508
12.31.2023	€	1,791,449
Cge.		(10,941)

The account is comprised as follows:

7. Property, plant & equipment

at		
06.30.2024	€	51,149
12.31.2023	€	52,642
Cge.		(1,493)

The balance decreased on December 31, 2023, with amortisation, depreciation and write-downs of approx. Euro 4.9 million.

The account includes Euro 3.6 million relating to “Rights-of-use of buildings” and Euro 0.5 million for “Motor vehicles” in accordance with IFRS 16.

The composition of these assets is outlined in Attachment “B”, which highlights the historic cost, accumulated depreciation and net values, for each asset category.

8. Intangible Assets

at		
06.30.2024	€	1,555,652
12.31.2023	€	1,564,722
Cge.		(9,070)

The intangible asset items are indicated separately:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Airport Concession rights	614,191	606,295	7,896
Concessions	625,874	642,370	(16,496)
Other intangible fixed assets with finite useful life	5,054	5,524	(470)
Goodwill – other intangible assets with indefinite life	310,533	310,533	-
Total intangible assets	1,555,652	1,564,722	(9,070)

The composition of these intangible assets is outlined in Attachment “A”, which highlights the historic cost, accumulated amortisation and net values, for each asset category. A net decrease of approx. Euro 9.1 million is reported in the period, mainly as a result of depreciation and amortisation for approx. Euro 30.7 million. See the paragraph “Accounting policies – Intangible assets”, where the accounting treatment of investments in accordance with IFRIC 12 is described.

Attachment A and Attachment B of these Explanatory Notes present, in addition, the movement of assets-in-progress, both for intangible assets and tangible assets. The investment projects in progress at June 30, 2024 totalled Euro 83.2 million, of which Euro 79.9 million concerning assets regarding “Rights-of-use of airport concessions” as per IFRIC 12. These capitalisations are considered to entirely concern projects in progress regarding Venice and Treviso airports.

Concessions reflect the greater amount paid by Milione S.p.A. on the acquisition of the controlling interest in SAVE in 2017 allocated to the Save S.p.A. and Aertre S.p.A. concessions.

Goodwill, with reference to the cash generating units deriving from the acquisition transactions generating the value, is broken down below:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Save S.p.A.	303,556	303,556	-
Aer Tre S.p.A.	6,937	6,937	-
Naitec S.r.l.	40	40	-
Total Goodwill	310,533	310,533	-

The balance does not present any changes and includes:

- for Euro 303,556 thousand, the share of the higher value paid compared to net equity allocated to “Goodwill” on the acquisition of Save S.p.A in 2017.
- for Euro 6,937 thousand, the higher value paid compared to net equity, entirely allocated to “Goodwill” on acquisition from minority shareholders of 35% of the investment held by the Group in the company Aer Tre S.p.A. in 2007, which brought the stake held by the Group in the company to 80%;
- for Euro 40 thousand the higher amount paid in 2006, compared to the relative share of net equity, deriving from the acquisition from minority shareholders of 49% of Naitec S.r.l. The Group therefore increased its investment in the company to 100%.

Intangible assets in progress concern the investments made in the period and not yet completed, in addition to the investment projects begun in previous years which, although their execution has been slowed in view of the environment in which the Group has operated over recent years, are within the scope of the 2023-2037 Master Plan of the subsidiary Save S.p.A. and therefore are expected to be completed over the medium-term.

9. Equity investments

at

06.30.2024	€	129,220
12.31.2023	€	126,821
Cge.		2,399

The “Investments in associates and joint ventures” and “Other investments” are reported separately.

(Euro thousands)	06.30.24	12.31.23	CHANGE
Investments in associates and joint ventures	127,830	125,666	2,164
Other investments	1,390	1,155	235
Total equity investments	129,220	126,821	2,399

The Investments in associates and joint ventures, measured using the equity method, are illustrated below.

(Euro thousands)	% HELD	06.30.24	12.31.23	CHANGE
Venezia Terminal Passeggeri S.p.A.	22.18	8,239	8,735	(496)
GAP S.p.A.	49.87	491	373	118
Brussels South Charleroi Airport SA	27.65	40,805	35,403	5,402
2A – Airport Advertising S.r.l.	50	4	9	(5)
Aeroporto Valerio Catullo di Verona Villafranca S.p.A.	45.23	48,199	47,685	514
Airest Retail S.p.A.	50	29,257	32,716	(3,459)
Venezia Logistica Europa S.p.A.	50	835	744	91
Total Investments valued under the equity method		127,830	125,666	2,164

The valuation at equity mainly relates to the pro-quota measurement following the net profit reported by investees in the period. In particular, during the period the associate Airest Retail S.r.l. issued a dividend of Euro 5.7 million to Save S.p.A., recognised as a reduction of the investment in Airest Retail.

The only change to the existing holding percentages concerns the investee Aeroporto Valerio Catullo di Verona Villafranca, as in February 2024 the subsidiary SAVE Spa acquired, exercising its pre-emption right on 118,066 shares made available for sale by the Fondazione Cassa di Risparmio VR VI BL AN, an additional 56,313 shares of the company, bringing its holding therefore to 45.231%.

10. Other assets

at

06.30.2024	€	66
12.31.2023	€	66
Cge.		-

This item mainly includes receivables for security deposits.

11. Deferred tax assets

at

06.30.2024	€	44,421
12.31.2023	€	47,198
Cge.		(2,777)

Deferred tax assets totalled Euro 44.4 million and concern the benefit from the tax losses carried forward from 2020 and 2021 and that from the excess of the ACE not yet utilised and generated following the disapplication of the ACE - anti-avoidance provision under the combined provisions of Article 1, paragraph 8 of Decree Law No. 201 of December 6, 2011 and Article 10, paragraphs 2 and 3, letter c) of Ministerial Decree of August 3, 2017, in addition to the benefit arising from the temporary differences between the other carrying amounts in the financial statements and the tax recognised values of assets and liabilities. The Directors believe that the recoverability of this amount is probable based on currently available information.

The main items on which deferred tax assets are recognised concern:

- tax losses generated in 2020 and 2021, which may be carried forward without time limit and offset against future taxable income;
- interest expense that will be deductible in subsequent years;
- the realignment of the higher tax values of the controlling investments allocated to goodwill and concessions, in application of Article 15, paragraphs 10 bis and 10 ter of Legislative Decree No. 185/2008 and the Tax Agency provision of November 22, 2011;
- depreciation deductible in the future following the revaluation of fixed assets in application of Article 110 of Decree Law 104/2020 carried out by the subsidiary Marco Polo Park S.r.l.;
- fiscally deductible provisions in subsequent periods such as the assets under concession replacement provision, the risks and charges provision and the doubtful debt provision;
- adjustments related to the application of international accounting standards (principally non-capitalised non-current charges);
- other expense items concerning subsequent periods;
- other consolidation adjustments which generate deferred tax assets.

LIABILITIES

Current liabilities

at

06.30.2024	€	168,875
12.31.2023	€	148,962
Cge.		19,913

The account is comprised as follows:

12. Trade payables

at

06.30.2024	€	87,906
12.31.2023	€	80,669
Cge.		7,237

Trade payables principally concern Italian suppliers and are reported at their book value, which approximates their reasonable fair value, as at Group level the amount of medium/long-term payables is insignificant and therefore do not require discounting processes.

The breakdown of trade payables is shown below:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Trade payables – third parties	86,233	80,284	5,949
Trade payables - related parties	1,673	385	1,288
Total trade payables	87,906	80,669	7,237

The breakdown of trade payables to related parties is as follows:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Airest Retail S.p.A. Group	1,550	223	1,327
Aeroporto Valerio Catullo di Verona Villafranca S.p.A.	10	1	9
2A - Airport Advertising S.r.l.	1	3	(2)
Urban V S.p.A.	100	133	(33)
Other related parties	12	25	(13)
Total	1,673	385	1,288

13. Other payables

at

06.30.2024	€	64,005
12.31.2023	€	53,423
Cge.		10,582

Further details on “Other Payables” is provided in the following table:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Payables to related parties	122	162	(40)
Customer advances	1,938	1,024	914
Personnel for deferred compensation	5,517	5,440	77
Airport concession fee	7,127	6,264	863
Fire prevention services	15,626	15,727	(101)
Municipal surtax payables	28,844	19,525	9,319
Other payables	4,831	5,280	(449)
Total	64,005	53,423	10,582

“Payables for the fire prevention service”, amounting to Euro 15.6 million, relate to the contribution to the Fire service fund. This amount was recalculated in order to reflect the amount of the debt in view of the findings of the in-depth investigations requested by our legal and tax advisors.

Payables for municipal surtaxes reflect the increase in the Group's aviation revenues.

Payables relating to airport license fees rose sharply in response to the increase in traffic at the airports managed by the Group.

14. Tax payables

at

06.30.2024	€	4,027
12.31.2023	€	3,127
Cge.		900

This account is broken in the following table:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Employee withholding taxes	1,018	984	34
Other tax payables	-	3	(3)
Direct income taxes	3,009	840	2,169
Prior year tax payables	-	1,300	(1,300)
Total	4,027	3,127	900

15. Payables to social security institutions

at

06.30.2024	€	3,610
12.31.2023	€	3,357
Cge.		253

16. Bank payables

at

06.30.2024	€	7,684
12.31.2023	€	7,670
Cge.		14

The account is comprised as follows:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Ordinary current accounts	4	1	3
Current portion of bank loans	7,680	7,669	11
Total	7,684	7,670	14

The nominal portion of loans due within 12 months totals Euro 7.7 million.

The following table provides a breakdown of bank credit lines utilised and available at June 30, 2024.

TYPE	GRANTED	USED	RESIDUAL
CASH CREDIT FACILITIES	35,077	0	35,077
ENDORSEMENT CREDIT	1,575	(142)	1,433
MORTGAGES / LOANS	1,147,951	(1,022,951)	125,000
TOTAL	1,184,603	(1,023,093)	161,510

17. Other financial liabilities – current portion

at

06.30.2024	€	1,643
12.31.2023	€	716
Cge.		927

The account chiefly includes the current portion of payables to other lenders for lease contracts in compliance with IFRS 16.

Non-current liabilities

at

06.30.2024	€	1,251,254
12.31.2023	€	1,255,231
Cge.		(3,977)

The account is comprised as follows:

18. Bank payables – less current portion

at

06.30.2024	€	1,013,692
12.31.2023	€	1,016,376
Cge.		(2,684)

(Euro thousands)	06.30.24	12.31.23	CHANGE
Medium/long-term loans	617,028	620,040	(3,012)
Bond loans	396,664	396,336	328
Total	1,013,692	1,016,376	(2,684)

Non-current bank payables mainly comprise the medium/long-term portion of loans undertaken by the Group and outstanding at June 30, 2024.

The nominal value of loan instalments due within one year totals Euro 7.7 million and beyond one year amounts to Euro 1,015.3 million.

The following loans were outstanding as at June 30, 2024:

- loan signed by Aer Tre S.p.A. in November 2017 with Mediocredito Italiano, now Banca Intesa SanPaolo S.p.A., for an initial amount of Euro 10 million. Repayment is through equal half-year instalments from September 30, 2018 and with final payment on September 30, 2024. The two instalments due during 2020 were subject to a moratorium, with the final maturity of loan now September 30, 2025. The interest, settled on time during the year, is calculated at a variable rate linked to the 6-month Euribor increased by a spread. On issue, an up-front fee recognised to the financial statements in line with the valuation of financial liabilities at amortised cost was paid. In guarantee of these loans, SAVE S.p.A. committed to repay in full the residual payable;

The loan contracted by Milione S.p.A. in February 2022 from a syndicate of banks with a total amount of Euro 640 million, of which Euro 565 million initially disbursed, followed by an early repayment of Euro 25 million in H1 2022. Accordingly, at June 30, 2024 the total debt amounted to Euro 540 million, subject to bullet repayment in December 2027. The additional sum of Euro 75 million remains available to be drawn down. The loan stipulates the payment of interest based on Euribor plus a spread. The payable is therefore subject to the derivative hedges outlined in paragraph 2 “Other Financial Assets”.

-The loan contracted by Milione S.p.A from the European Investment Bank in late 2018 for a total of Euro 150 million, to be disbursed in one or more tranches in the first four years and then repaid according to a repayment schedule of up to 18 years from the disbursement date. At June 30, 2024, the loan was disbursed for a total of Euro 100 million, of which Euro

80 million with a grace period of two years and repayment in equal capital instalments from 2021, with maturity in 2037, and Euro 20 million with a grace period of two years and repayment in equal capital instalments from 2022, with maturity in 2037. The loan stipulates the half-year payment of interest based on Euribor plus a spread.

The table below presents the information required by IFRS 7 with regard to the maturities of the principal amounts of the outstanding financial payables, including bond loans, in addition to an estimate of the financial charges that will accrue in the coming years.

MATURITY	CAPITAL PORTION	UP-FRONT FEE	INTEREST PORTION (*)	TOTAL
06/30/2025	7,695	(1,619)	47,680	53,756
06/30/2026	6,924	(716)	47,243	53,451
06/30/2027	6,155	765	48,314	55,234
06/30/2028	546,155	358	31,675	578,188
06/30/2029	306,155	(412)	7,600	313,343
06/30/2030	6,156	(114)	3,851	9,893
06/30/2031	6,155	(115)	3,567	9,607
06/30/2032	106,155	(41)	2,843	108,957
06/30/2033	6,155	(9)	1,261	7,407
06/30/2034	6,156	(7)	970	7,119
06/30/2035	6,155	(5)	683	6,833
06/30/2036	6,155	(3)	465	6,617
06/30/2037	6,155	(2)	174	6,327
06/30/2038	625	0	15	640
TOTAL	1,022,951	(1,920)	196,341	1,217,372

Finally, the parent company Milione S.p.A. issued the following bond loans:

- A bond of Euro 300 million on the Extra MOT market in Milan, to be redeemed in bullet form at maturity in 2026. This bond was subscribed by a single banking counterparty and stipulates the payment of half-year interest in arrears at a fixed rate. During 2022, an agreement was reached to extend the duration of the contract, on payment of a fee, by an additional two years, bringing the conclusion date to 2028;
- A bond of Euro 100 million on the Vienna Securities Exchange, to be redeemed in bullet form at maturity in 2031. The bonds were subscribed by two US insurers and bear interest at a fixed rate, payable in half-year instalments at arrears.

COMPANY NAME	NOMINAL	FIN. STAT	CURRENCY	RATE	COUPON	MATURITY
	VALUE	VALUE				
SENIOR SECURED BONDS	300,000	297,382	EURO	2.47%	HALF-YEAR	12/20/2028
SENIOR SECURED NOTES	100,000	99,282	EURO	1.72%	HALF-YEAR	09/27/2031

These financial payables stipulate a number of covenants for the parent company based on the consolidated financial statements of the Milione Group, to be verified on a half-year basis. The above covenants were complied with, where required, at June 30, 2024.

19. Other lenders – less current portion

at

06.30.2024	€	4,415
12.31.2023	€	5,164
Cge.		(749)

The account refers to the leasing payable less current portion deriving from the application of IFRS 16, of which the principal impacts at June 30, 2024 are summarised below.

NET CARRYING VALUE OF LAND AND BUILDINGS	4,592
NET CARRYING VALUE OF MOTOR VEHICLES	538
DEPRECIATION	409
FINANCIAL CHARGES ON RELATED LIABILITIES	73
LIABILITIES FOR LEASING - DUE WITHIN 12 MONTHS	1,643
LIABILITIES FOR LEASING - DUE OVER 12 MONTHS	4,415

20. Deferred tax liabilities

at

06.30.2024	€	192,687
12.31.2023	€	196,475
Cge.		(3,788)

Deferred tax liabilities amount to Euro 192.7 million.

The principal reasons for recognition of deferred tax liabilities include:

- the higher price paid on the acquisition of control of the Save Group allocated definitively to the Concessions;
- adjustments to IFRIC 12 “Service concession arrangements”;
- tax effect on valuation of derivatives;
- amortisation and depreciation and other future deductible costs.

21. Post-employment benefits and other employee provisions

at

06.30.2024	€	2,982
12.31.2023	€	3,057
Cge.		(75)

The post-employment benefits at June 30, 2024 are reported in the following table. The change is based on the movements reported below:

(EURO THOUSANDS)	
BALANCE AT 12/31/2023	3,057
Utilisations and other changes	(192)
Advances granted in period and transfers	(21)
Payments to suppl. provision and INPS Treasury	(956)
Provisions and revaluations	1,084
Change due to actuarial calculation	10
BALANCE AT 06/30/2024	2,982

22. Other provisions for risks and charges

at	
06.30.2024	€ 37,478
12.31.2023	€ 34,159
Cge.	3,319

The account comprises:

(Euro thousands)	06.30.24	12.31.23	CHANGE
Provisions for risks and charges	2,643	1,781	862
Assets under concession replacement provision	34,835	32,287	2,548
Provision to cover losses on investments	-	91	(91)
Total other provisions for risks and charges	37,478	34,159	3,319

“Provisions for risks and charges” comprise provisions to cover the estimated risk undertaken by the Group companies, principally against disputes with suppliers and ex-employees. The provisions are considered sufficient to cover legal case and dispute risks of a specific nature where the Group is plaintiff or respondent, based on a reasonable estimate according to the available information and having consulted with legal experts.

Assets under concession replacement provision

at	
06.30.2024	€ 34,835
12.31.2023	€ 32,287
Cge.	2,548

This concerns an estimate for the necessary maintenance and replacement on assets under concession, which require free transfer to the state in optimal working condition on the conclusion of the Group airport concession. The entire provision concerns cyclical restoration and maintenance at the Venice and Treviso airports.

The Replacement Provision is updated based on a technical evaluation of the estimated future charges relating to the maintenance of the assets which will be returned free at the end of the concession and is utilised based on the maintenance undertaken during the period. The provision was increased by Euro 3 million in the period for the allocation concerning the period and utilised for Euro 0.5 million.

Shareholders' Equity

23. Shareholders' Equity

at

06.30.2024	€	556,124
12.31.2023	€	584,436
Cge.		(28,312)

The Shareholders' Equity comprises the Group Shareholders' Equity of Euro 553.5 million and Minority interest shareholders' equity for Euro 2.6 million.

The Group Shareholders' equity is broken down as follows:

Share capital

at

06.30.2024	€	189
12.31.2023	€	189
Cge.		-

Share premium reserve

at

06.30.2024	€	27,651
12.31.2023	€	27,651
Cge.		-

Legal reserve

at

06.30.2024	€	76
12.31.2023	€	76
Cge.		-

Other reserves and retained earnings

at

06.30.2024	€	519,951
12.31.2023	€	538,971
Cge.		(19,020)

The movement in “Other reserves and retained earnings” principally concerns the allocation of the result for 2023 for Euro 14.6 million, the dividend approved by the Shareholders’ Meeting for Euro 35 million and the change in the mark to market of the outstanding derivative instruments, recognised as per hedge accounting for Euro 1.4 million.

Minority interest shareholders’ equity

at

06.30.2024	€	2,636
12.31.2023	€	2,918
Cge.		(282)

The Minority interest shareholders’ equity concerns the share of Shareholders’ equity and the net result for the period of the subsidiaries not fully held.

ANALYSIS OF THE PRINCIPAL INCOME STATEMENT ACCOUNTS

(where not otherwise specified, the amounts are expressed in thousands of Euro)

OPERATING REVENUE AND OTHER INCOME

24. Operating revenue and other income

HI 2024	€	117,089
HI 2023	€	105,110
Cge.		11,979

Other operating revenues

HI 2024	€	107,927
HI 2023	€	99,857
Cge.		8,070

Other income

HI 2024	€	9,162
HI 2023	€	5,253
Cge.		3,909

For a detailed analysis of revenues and income, reference should be made to the Directors' Report.

COSTS OF PRODUCTION

HI 2024	€	100,643
HI 2023	€	94,069
Cge.		6,574

The costs of production are broken down in the following table:

25. Raw materials and goods

HI 2024	€	1,103
HI 2023	€	793
Cge.		310

26. Services

HI 2024	€	28,406
HI 2023	€	26,546

Cge.			1,860
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The accounts are broken down below:

(Euro thousands)	H1 2024	H1 2023	CGE.
Utilities	3,353	3,951	(598)
Maintenance	5,229	4,860	369
Professional services	2,077	1,768	308
Cleaning and waste removal	3,162	2,603	558
Development charges and traffic promo	297	199	99
Other general services	2,706	2,277	429
Corporate board fees	689	856	(167)
Other personnel charges	850	702	147
Recovery of expenses	448	271	177
Insurance	800	697	103
Operating services	439	470	(31)
Airport security	7,032	6,537	495
IT Systems	720	610	110
Other sales expenses	605	743	(139)
Total	28,406	26,546	1,861

27. Lease and rental costs

H1 2024	€	6,793
H1 2023	€	5,708
Cge.		1,085

They consist of:

(Euro thousands)	H1 2024	H1 2023	CHANGE
Airport concession fees	6,647	5,491	1,156
Rentals and other	146	217	(71)
Total Lease and rental costs	6,793	5,708	1,085

The increase in this cost regarding airport concession fees is related, as indicated previously, to the increase in the number of passengers at the airports managed by the Group.

28. Personnel costs

H1 2024	€	23,137
H1 2023	€	21,534

Cge.		1,603
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29. Amortisation, depreciation and write-downs

HI 2024	€	35,541
HI 2023	€	35,067
Cge.		474

This account is divided as follows:

(Euro thousands)	HI 2024	HI 2023	CHANGE
Amortisation & write-down of tangible assets	30,678	30,117	561
Depreciation & write-down of tangible assets	4,863	4,950	(87)
Total amortisation & depreciation	35,541	35,067	474

30. Write down of current assets

HI 2024	€	34
HI 2023	€	8
Cge.		26

The account "write-down of current assets" includes the doubtful debt provisions; in calculating the allocation, further account was taken of the provision compared to total overdue receivables.

The provisions cover the risk concerning specific positions for which payment difficulties may arise.

31. Change in inventories of raw materials, ancillaries, consumables and goods

HI 2024	€	174
HI 2023	€	(71)
Cge.		245

32. Provisions for risks

HI 2024	€	1,221
HI 2023	€	519
Cge.		702

The provision made in the half-year relate to the Directors' best estimate regarding the risks associated with the outstanding disputes.

33. Assets under concession replacement provision

HI 2024	€	3,000
HI 2023	€	2,971
Cge.		29

The increase in the item reflects operational performance during the period.

34. Other charges

HI 2024	€	1,234
HI 2023	€	994
Cge.		240

In greater detail, other charges comprise:

(Euro thousands)	HI 2024	HI 2023	CHANGE
Sector association contributions	253	205	48
Taxes	644	644	-
Charitable donations and gifts	66	7	59
Other costs	271	138	133
Total other charges	1,234	994	240

FINANCIAL INCOME AND CHARGES

35. Financial income and charges

HI 2024	€	(11,129)
HI 2023	€	(12,350)
Cge.		1,221

"Financial income and charges" are broken down as follows:

(Euro thousands)	HI 2024	HI 2023	CHANGE
Financial income and revaluation of financial assets	1,405	571	834
Interest, other financial charges	(18,976)	(17,619)	(1,357)
Profit/losses from associates carried at equity	6,442	4,698	1,744
Total financial income and charges	(11,129)	(12,350)	1,221

Financial income increased Euro 0.8 million on the same period of the previous year, thanks both to the higher interest rates available on the banking market and the increased average liquidity.

“Interest and other financial charges” broken down as follows:

(Euro thousands)	H1 2024	H1 2023	CHANGE
Interest charges on loans	(17,092)	(15,722)	(1,370)
Agency, arrangement and upfront fees	(1,634)	(1,824)	190
Other financial expenses	(167)	(6)	(161)
Interests relating to leasing (IFRS16)	(73)	(67)	(16)
Total	(18,976)	(17,619)	(1,357)

Compared to the same period of the previous year, financial charges increased Euro 1.4 million, mainly due to the higher interest from the increased interest rates.

Profit/losses from Associates & JV's carried at equity

The change in profit and losses concerning associates and joint ventures carried at equity is provided in the following table:

(Euro thousands)	H1 2024	H1 2023	CHANGE
Valuation at equity of GAP S.p.A.	118	81	37
Valuation at equity of BSCA SA	5,402	3,409	1,993
Valuation at equity of Aeroporto Catullo di Verona Villafranca S.p.A.	(810)	(1,448)	638
Valuation of equity of 2A S.r.l.	(5)	(102)	97
Valuation at equity of Airst S.p.A.	2,242	1,910	332
Valuation at equity of VLE S.p.A.	91	(30)	121
Valuation at equity of VTP S.p.A.	(496)	1,118	(1,614)
Valuation at equity of Urban V S.p.A..	(99)	(240)	141
Total	6,442	4,698	1,744

INCOME TAXES

36. Income taxes

H1 2024	€	(22)
H1 2023	€	(2,584)
Cge.		2,562

Income taxes in the period comprised:

(Euro thousands)	H1 2024	H1 2023	CHANGE
Current taxes	1,417	1,306	111
Deferred tax income & charges	(1,439)	(3,890)	2,451
Total income taxes	(22)	(2,584)	2,562

Income taxes for the period reported net income of Euro 22 thousand, as a result of the recognition of current IRES and IRAP taxes and income from the release of deferred taxes on the amortisation of the value attributed to concessions resulting from the allocation of the higher price paid for acquisition of control of the Save Group.

The analysis of tax adjustments, resulting in a change in the effective tax rate compared to the notional rate of 24%, is outlined in the following table.

Tax rate reconciliation (Euro thousands)	H1 2024	%	H1 2023	%
Profit before taxes	5,317		(1,309)	
Notional taxes	1,276	24.00%	(314)	24.00%
Effective taxes	(22)	-0.41%	(2,584)	197.40%
Net profit	5,339		1,275	
<i>Difference from theoretical tax rate of 24%</i>	<i>(1,298)</i>	<i>-24.41%</i>	<i>(2,270)</i>	<i>173.40%</i>
<i>Permanent differences:</i>				
i) exempt dividends			(969)	74.03%
ii) IRAP	1,060	19.94%	1,252	-95.66%
iii) ACE transferable to Tax Consolidation (CNM)			(669)	51.11%
iv) other non-deductible costs / exempt income	(462)	-8.69%	(233)	17.80%
v) prior year taxes			(982)	75.02%
vii) valuation of investments at equity	(1,727)	-32.48%	(796)	60.81%
vii) GOP transferable to Tax Consolidation (CNM) / deductible interest expense	(169)	-3.18%	127	-9.70%
	(1,298)	-24.41%	(2,270)	173.40%

RESULT FOR THE PERIOD

H1 2024	€	5,339
H1 2023	€	1,275
Cge.		4,065

The Group and minority interest results are broken down as follows:

(Euro thousands)	HI 2024	HI 2023	CHANGE
Net profit for the period	5,339	1,275	4,064
Minority interest loss (profit)	282	245	37
Group Net Profit/(loss)	5,621	1,520	4,101

37. Types of financial risks and management

The Group strategy for the management of financial risks is based on the Company objectives and focuses on the minimisation of the risk of rising interest rates and the relative optimisation of the cost of debt, the credit risk and the liquidity risk.

The management of these risks is undertaken in compliance with the principles of prudence and market best practices, with all risk management operations managed centrally.

Interest rate risk

The pre-fixed Group objectives concern:

- hedging of the interest rate risk and financial liabilities;
- compliance with, in the hedging of risk, the general balance criteria between loans and usages for the Group (variable rate and fixed rate portion, short-term and medium/long-term portion).

The Group, in the pursuit of the above-stated objectives and in consideration of the current continually monitored market conditions, decided to implement hedges in the period, which at June 30, 2024 overall accounted for 78.0% of the total value of the variable rate loans. Fixed rate loans accounted for 47.5% of total outstanding loans.

The current hedging operations concern the loan of Milione S.p.A. for a value to date issued of Euro 540 million, with bullet repayment on maturity in 2027 and supported by a set of secured guarantees.

The loan stipulates, among other conditions, compliance by the Company with a series of financial covenants measured on the Group, to be verified on a half-year basis and which at June 30, 2024 were subject to waivers and therefore were considered to have been met, where required.

The following table provides a breakdown of the derivative instruments in place at Group level at June 30, 2024:

Statement on the recording of hedging transactions

(Euro thousands; the positive values are receivables for the company, while the negative values are payables)

Type of instrument	Group company	Nature of hedged risk	Counterparty bank	Contract date	Start date - Option exercise date	Contract maturity date	Contract notional amount	Amount outstanding at 12/31/2022	Amount outstanding at 12/31/2023	Fair Value (Mark to Market) at 12/31/2023	Fair Value (Mark to Market) at 06/30/2024
IRS	Milione SpA	Change in interest rates	Intesa SanPaolo SpA	02/16/2022	02/14/2022	12/31/2026	112,649	112,649	112,649	5,989	6,426
IRS	Milione SpA	Change in interest rates	Unicredit SpA	02/16/2022	02/14/2022	12/31/2026	112,649	112,649	112,649	5,996	6,438
IRS	Milione SpA	Change in interest rates	BNP Paribas S.A.	02/16/2022	02/14/2022	12/31/2026	112,649	112,649	112,649	5,966	6,405
IRS	Milione SpA	Change in interest rates	Societe Generale SA	02/16/2022	02/14/2022	12/31/2026	56,325	56,325	56,325	3,020	3,190
IRS	Milione SpA	Change in interest rates	Crédit Agricole C.I.B.	02/16/2022	02/14/2022	12/31/2026	56,325	56,325	56,325	3,001	3,201
IRS	Milione SpA	Change in interest rates	Mediobanca S.p.A.	02/16/2022	02/14/2022	12/31/2026	35,403	35,403	35,403	1,888	2,003
Total							486,000	486,000	486,000	25,860	27,663

An analysis of non-discounted cash flows is broken down by the timing of the derivative instruments is also presented.

On the basis of the same maturities, the table also presents a summary of cash flows for medium/long term, including the capital and interest portions.

	Total estimated cash flows		within 1 year		from 2 to 5 years		over 5 years	
	06/30/2024	12/31/2023	06/30/2024	12/31/2023	06/30/2024	12/31/2023	06/30/2024	12/31/2023
Derivative instruments	36,807	47,278	14,747	15,845	22,060	31,433	0	0
Medium/long-term loans	(1,219,292)	(1,246,539)	(55,375)	(56,010)	(1,000,221)	(1,021,005)	(163,696)	(169,524)
Total	(1,182,485)	(1,199,261)	(40,628)	(40,165)	(978,161)	(989,572)	(163,696)	(169,524)

Credit risk

This concerns the risk that either of the parties undertaking a contract, which provides for deferred settlement over a period, does not fulfil a payment obligation, resulting therefore in a financial loss for the other party.

This risk may therefore give rise to more strictly technical-commercial or administrative-legal repercussions (disputes on the nature/quantity of supply, on the interpretation of the contractual clauses, on the supporting invoices etc.), in addition to issues of a typically financial nature, i.e. the credit standing of the counterparty.

For the Group, exposure to credit risk is principally related to the commercial activities concerning the sale of aviation and real estate activity services.

In order to control this risk, the Group has implemented procedures and actions under which the customers may be evaluated according to the assigned level of attention.

In addition, when impaired positions arise, the Group takes action to legally protect its positions, including with the help of outside experts.

The credit risk concerning other financial assets of the Group, which comprise cash and cash equivalents, presents a maximum value equal to the book value of these activities in the case of insolvency of the counterparty. Given the fact that the Group works with leading financial institutions, this risk is deemed to be minimal.

Cash flow sensitivity analysis

The Group prepared a cash flow analysis concerning loans in place. The analysis begins with the market position at June 30, 2024 and on the basis of interest rate increases/decreases of 0.25% and of 0.50%.

The impact of these changes on future cash flows is Euro +/- 3.1 million for a 0.25% interest rate increase/decrease, and Euro +/- 6.2 million for an increase/decrease in the interest rate of 0.50%.

Liquidity Risk

The liquidity risk management policy, i.e. the strategy put in place to avoid cash flow difficulties constituting a problem for the Group, continued to favour prudence.

Unutilised credit lines of the banking system at Group level amount to Euro 35.1 million, while the credit lines not yet utilised concerning the loan contract subscribed amount to Euro 125 million. These are in line with the current and forecast needs of company operations, the needs as per management's most recent provisional data and as per the investment plan.

The financial payables of the Parent Company stipulate a number of covenants based on the consolidated financial statements of the Milione Group (to be verified on a half-year basis). These covenants were complied with, where required.

For the breakdown of the medium/long-term loans in place, reference should be made to the notes to the consolidated financial statements and the paragraph “Bank payables less current portion”.

Fair value hierarchy levels

A list of derivative financial instruments at June 30, 2024, measured at fair value, is reported in the table of the "Interest rate risk" paragraph above.

In relation to the financial instruments recorded in the balance sheet at fair value, IFRS 7 requires that these values are classified based on the hierarchy levels which reflects the significance of the input utilised in the determination of fair value. The following levels are used:

- Level 1 - assets or liabilities subject to valuation listed on an active market;
- Level 2 - input based on prices listed at the previous point, which are directly observable (prices) or indirectly (derivatives from the prices) on the market;
- Level 3 - input which is not based on observable market data.

The derivative instruments measured at fair value at June 30, 2024 are classifiable to hierarchy Level 2 of the fair value measurement. During the year, no transfers occurred from Level 1 to Level 2 or Level 3 or vice-versa.

39. Investments in subsidiaries, associates and other companies

The Parent Company controls the following companies, fully consolidated. The figures reported are based on the half-year financial statements, prepared in accordance with the accounting standards adopted by each company.

- **Save S.p.A.**

Holding: 100%

SAVE S.p.A. (“Save” or the “Parent Company”) is an operating holding company which principally operates as an airport manager. It directly manages Venice Marco Polo Airport and controls Treviso Antonio Canova Airport. The Company also has significant holdings in Verona Valerio Catullo Airport and in Charleroi Airport (Belgium).

Save in addition holds investments in companies operating in the airport management sector.

- **Marco Polo Park S.r.l.**

Holding: 100%

The company manages airport parking under sub-concession from SAVE and AerTre.

- **Belgian Airport SA**

Holding: 100%

The company was incorporated in 2009, also as a vehicle company for the acquisition of a stake in Brussels South Charleroi Airport SA in December 2009. The company therefore incorporates the investment in Brussels South Charleroi Airport SA, consolidated in the present condensed half-year financial statements at equity.

- **Naitec S.r.l.**

Holding: 100%

The company is involved in the implementation of IT projects for airports in the operational and administrative management areas. The company also develops and commercialises software products in this field.

• **Treviso Airport AERTRE S.p.A.**

Holding: 80%

The Company Aer Tre S.p.A. holds the concession for the management of Treviso Antonio Canova airport.

• **Società Agricola Save a r.l.**

Holding: 100%

The company is wholly-owned by the Parent Company and is exclusively involved in the activities established by Article 2135 of the Civil Code.

• **Archimede 3 S.r.l.**

Holding: 100%

The company was acquired in 2004. It did not report significant costs or revenues in the period.

The associated companies and joint ventures consolidated under the equity method are:

• **Airest Retail S.r.l.**

Holding: 50%

Airest Retail S.r.l., operating in the Food & Beverage and Retail sectors at Venice, Treviso and Verona airports, where the Save Group operates.

• **Brussels South Charleroi Airport SA**

Holding: 48.32% through Belgian Airport SA.

The company manages Charleroi airport (Belgium).

• **Aeroporto Valerio Catullo di Verona Villafranca S.p.A.**

Holding: 45.23%

The company manages Verona Villafranca and Brescia Montichiari airports.

• **VTP S.p.A.**

Holding: 22.18%

Founded by the Venice Port Authority, the company manages 10 multi-function terminals, 1 ship stores' depot, 5 parking lots and 7 docks, providing services for all vessels (cruise ships, pleasure boats, catamarans) which dock at Venice port. The subsidiary's operations are also greatly reduced by the restrictions on maritime traffic in the port of Venice imposed by recent measures regarding cruise ships.

• **2A – Airport Advertising S.r.l.**

Holding: 50%

The company was incorporated in February 2012 for the management of advertising spaces.

• **G.A.P. S.p.A.**

Holding: 49.87%

The company, held 49.87%, operates in the airport sector, principally carrying out land assistance activities at Pantelleria Airport.

• **Venezia Logistica Europa S.p.A.** (previously Save Cargo S.p.A.)

Holding: 50%

The company provides cargo and postal assistance services at Venice's Marco Polo airport. In 2017, Save S.p.A in fact conferred the "Cargo" business unit to the subsidiary Save Cargo S.p.A..

At June 2019, 50% of the company was sold, previously fully held, with the consequent loss of control.

Related party transactions

The transactions with associated companies and related parties were undertaken at the respective average market values for similar services and of a similar quality.

In relation to transactions in the period with Group Companies, reference should be made to the comments of the Balance Sheet and Income Statement accounts of the Explanatory Notes and attachment C for payable/receivable and cost/revenue transactions.

Supplementary Statements

Supplementary Statements

Annex A

Statement of changes in intangible assets and relative amortisation
(In Euro/000)

	Historical cost						Accumulated depreciation						Net intangible assets	
	Value at 01/01/24	Acquisitions	Decreases	Contributions	IFRS 5	Reclassifications/ Other movements	Value at 06/30/2024	Value at 01/01/24	Increases in the period	Utilisations	IFRS 5	Reclassifications/Other movements		Value at 06/30/2024
Airport Concession rights	780,250	1,735	0	0		3,345	785,329	238,589	12,463	0		0	251,053	534,276
Assets in progress and advances	64,635	19,329	0	0		(4,049)	79,915							79,915
Sub-total airport concession rights	844,885	21,064	0	0		(704)	865,244	238,589	12,463	0		0	251,053	614,191
Concessions (*)	865,401	0	0	0		0	865,401	223,031	16,497	0		0	239,528	625,874
Other intangible fixed assets with finite useful life	35,298	1,151	(6)			(27)	36,416	30,066	1,708	(6)		0	31,767	4,649
Assets in progress and advances	291	156	0			(42)	405	0	0	0		0	0	405
Subtotal other intangible fixed assets with finite useful life	35,589	1,307	(6)	0		(69)	36,821	30,066	1,708	(6)		0	31,767	5,054
Goodwill and other intangible assets with indefinite useful life	310,533	0	0	0		0	310,533	0	0	0		0	0	310,533
Total intangible assets	2,056,408	22,371	(6)	0		(773)	2,078,000	491,686	30,668	(6)		0	522,348	1,555,652

Additional Statements

Annex B

Statement of changes in tangible assets and relative depreciation
(In Euro/000)

	Historical cost						Accumulated depreciation						Net tangible assets	
	Value at 01/01/24	Acquisitions	Decreases	Contributions	IFRS 5	Reclassifications/ Other movements	Value at 06/30/2024	Value at 01/01/24	Increases in the period	Utilisations	IFRS 5	Reclassifications/Other movements		Value at 06/30/2024
Land & buildings	56,819	172	(106)			69	56,955	7,447	578	0		0	8,025	48,930
Property, plant and equipment	81,448	855	(96)			699	82,906	66,557	2,135	(96)		0	68,597	14,310
Industrial & commercial equipment	9,994	166	(7)			12	10,165	8,540	267	(6)		0	8,801	1,364
Other assets	31,311	810	(620)			0	31,501	26,631	928	(528)		0	27,031	4,470
Impairment								20,257	955	0		0	21,213	(21,213)
Assets in progress and payments on account	2,504	791	0			(7)	3,288							3,288
Total tangible assets	182,075	2,795	(828)	0		773	184,815	129,433	4,863	(630)		0	133,667	51,149

Attachment C1**Balance sheet transactions****with group companies incl. in the financial statements**

amounts stated in Euro thousands

Amounts stated in Euro thousands	Financial assets	Trade receivables	Trade payables	Other payables	
Venezia Logistica Europa Sp.A.	-	150	387	2	65
NEM			-		
Airest Retail S.r.l.			7,504	1,550	-
Airest Collezioni Venezia S.r.l.			1,003		
2A - Airport Advertising S.r.l.			980	1	34
Aeroporto Valerio Catullo di Verona Villafranca S.p.A.			256	10	24
Gabriele D'Annunzio Handling S.p.A.			55		
Brussels South Charleroi Airport (BSCA) SA			61		
Urban V S.p.A.				100	
Total	-	150	10,247	1,663	122

Attachment C2**Income statement transactions****with group companies incl. in the financial statements**

Amounts stated in Euro thousands	Operating revenue	Other income	Raw and ancillary materials, consumables and goods	Services	Rents, lease and similar costs	Other charges
Venezia Logistica Europa Sp.A.	285	47			0	0
Airest Retail S.r.l.	7,036	280	-		1,761	2
2A - Airport Advertising S.r.l.	775	8				-
Airest Collezioni Venezia S.r.l.	775	8				
Airest S.p.A.						
Aeroporto Valerio Catullo di Verona Villafranca S.p.A.	53	496	-		22	-
Gabriele D'Annunzio Handling S.p.A.	2	21				
Brussels South Charleroi Airport (BSCA) SA	16	31				
Total	8,942	890	-	1,783	-	2

Independent Auditors' Report

REPORT ON REVIEW OF CONDENSED CONSOLIDATED HALF-YEARLY FINANCIAL STATEMENTS

To the Board of Directors of
Milione S.p.A.

Introduction

We have reviewed the condensed consolidated half-yearly financial statements of Milione S.p.A. and subsidiaries (the "Milione Group"), which comprise the consolidated balance sheet as of June 30, 2024 and the consolidated income statement, the consolidated comprehensive income statement, the statement of changes in consolidated shareholders' equity and consolidated cash flow statement for the period then ended, and the related explanatory notes. The Directors are responsible for the preparation of this interim financial information in accordance with the International Accounting Standard applicable to the interim financial reporting (IAS 34) as adopted by the European Union. Our responsibility is to express a conclusion on this interim financial information based on our review.

Scope of Review

We conducted our review in accordance with International Standard on Review Engagements 2410, "Review of Interim Financial Information Performed by the Independent Auditor of the Entity". A review of consolidated interim financial statements consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with International Standards on Auditing (ISA Italia) and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the condensed consolidated half-yearly financial statements of Milione Group as at June 30, 2024 are not prepared, in all material respects, in accordance with the International Accounting Standard applicable to the interim financial reporting (IAS 34) as adopted by the European Union.

DELOITTE & TOUCHE S.p.A.

Signed by
Filippo Verardo
Partner

Treviso, Italy
August 2, 2024

This report has been translated into the English language solely for the convenience of international readers. Accordingly, only the original text in Italian language is authoritative.

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