



ANNUAL SUSTAINABILITY REPORT
UNDER IFRS S1 AND IFRS S2 FOR THE
PERIOD FROM JANUARY 1 TO
DECEMBER 31, 2025

CONTENTS

Basis of preparation and presentation	3
1. Governance	5
2. Strategy	7
3. Risk management	17
4. Metrics and targets	20

Basis of preparation and presentation

Reporting entity

TRAXION's IFRS S Sustainability Report 2025 has been prepared for Grupo Traxión, S.A.B. de C.V. (hereinafter, the "Issuer", the "Company" or "TRAXION") for the period from January 1 to December 31, 2025, and should be read in conjunction with its consolidated financial statements as of December 31, 2025.

The information disclosed in this report relates to the same reporting entity as TRAXION's consolidated financial statements and comprises the parent company and its consolidated subsidiaries, considered as a single reporting entity.

Statement of compliance

This report has been prepared in accordance with the IFRS Sustainability Disclosure Standards, IFRS S1 – *General Requirements for Disclosure of Sustainability-related Financial Information* (hereinafter, "IFRS S1") and IFRS S2 – *Climate-related Disclosures* (hereinafter, "IFRS S2"), issued by the *International Sustainability Standards Board* ("ISSB").

TRAXION, as an issuer listed on the Mexican Stock Exchange, is subject to the requirements of the National Banking and Securities Commission (CNBV), which, through amendments to the General Provisions Applicable to Securities Issuers and Other Securities Market Participants, established the mandatory adoption of these standards beginning January 1, 2025.

Connectivity of information

This report contains TRAXION's sustainability-related financial information and should be read together with its consolidated financial statements, prepared in accordance with International Financial Reporting Standards (IFRS). This report covers the period from January 1 to December 31, 2025, aligned with the reporting period of TRAXION's Consolidated Financial Statements as of December 31, 2025 and 2024 and for the years then ended, issued on April 21, 2026.

Presentation currency

Sustainability-related financial information is presented in Mexican pesos (MXN), consistent with the presentation currency used in the consolidated financial statements. Amounts disclosed are expressed in thousands of pesos, unless otherwise indicated.

Sources of guidance

In preparing this report, the Issuer considered the applicability of the SASB Standards and the *Industry-based Guidance on Implementing IFRS S2* to identify relevant topics and metrics as required by the IFRS Sustainability Disclosure Standards.

Judgements, uncertainties and errors

In preparing this report, the Company applied the proportionality mechanisms provided for in the IFRS Sustainability Disclosure Standards, considering the nature, size and complexity of its operations, as well as the availability and quality of information. In this context, the identification, measurement and disclosure of sustainability- and climate-related risks and opportunities were based on reasonable and supportable information available as of the reporting date, including internal and external data, as well as estimates and technical assumptions where necessary.

Judgements

Topic	Description
Process for identifying climate-related risks and opportunities and material information	In preparing climate-related financial information, TRAXION applied judgement to identify climate-related risks and opportunities that could reasonably be expected to affect the Company's financial prospects, considering the nature of its operations, the financial materiality assessment and the climate scenarios used.
Approach to consolidating GHG emissions	TRAXION determined that the operational control approach under the Greenhouse Gas Protocol would be used to quantify and report GHG emissions, as it appropriately reflects the operations over which the Company has the authority to introduce and implement operating and environmental policies.
GHG emissions calculation methods	To quantify its GHG emissions, TRAXION selected calculation methodologies and emission factors based on the Greenhouse Gas Protocol and applicable official sources, considering the availability, quality and traceability of operating information as of the end of the reporting period.
Scope and exclusions of the GHG emissions inventory	TRAXION applied judgement to define the operational boundary of the GHG emissions inventory and to determine the exclusion of certain emission sources whose historical contribution has not been material relative to the Company's total emissions. These exclusions include emissions from stationary sources and certain fugitive sources, based on the materiality criteria and information availability used to prepare the inventory. These exclusions are described in the assumptions, exclusions and significant changes section of the GHG inventory.
Selection of climate scenarios	TRAXION selected climate scenarios developed by the IPCC to assess physical risks and NGFS scenarios to assess transition risks, considering their recognition, availability and usefulness for analyzing different levels of climate exposure, regulatory developments and the transition to a low-carbon economy.
Scope of climate scenario analysis	During the reporting period, TRAXION defined the scope of the scenario analysis by considering operations and facilities under its control, the Company's business segments, and the risks and opportunities considered relevant to its financial prospects. The Company will continue to gradually strengthen the scope of the analysis, including additional elements of the value chain as information availability and assessment methodologies evolve.

Measurement uncertainty

Topic	Description
Metrics related to GHG emissions	The quantification of GHG emissions depends on the availability, quality and traceability of operating information, as well as the emission factors used, which may be updated as international methodologies and official information sources evolve.
Scope and exclusions of the GHG emissions inventory	Although the sources excluded from the 2025 GHG emissions inventory have historically not represented a material contribution to TRAXION's total emissions, their estimates could change in future periods if operations, data availability, calculation methodologies or the materiality criteria applied change.
Quantification of impacts arising from transition risks	The estimation of potential financial impacts associated with transition risks incorporates assumptions related to the evolution of climate policies, carbon pricing mechanisms, fuel prices,

	technological development, availability of alternative fuels and market conditions. Given the inherent uncertainty surrounding these factors, particularly over the medium and long term, actual impacts may differ from the results estimated.
Anticipated effects of climate-related risks and opportunities	The assessment of anticipated effects on financial position, financial performance and cash flows is based on climate scenarios, financial assumptions and forward-looking estimates available as of the end of the reporting period. However, due to the uncertainty and complexity inherent in business growth and the evolution of relevant climate variables, the prioritization and estimation of the risks reported in this report are based primarily on the results of a qualitative analysis.
Climate scenarios and resilience analysis	The climate resilience analysis is based on scenarios developed by specialized organizations and assumptions regarding the future evolution of climate, public policy, technology and markets. Given the inherent uncertainty in these scenarios, particularly over the medium and long term, the results should be interpreted as forward-looking estimates subject to revision as new scientific, regulatory, technological and market information becomes available.

The use of estimates is acceptable for sustainability-related financial information; therefore, although measurement uncertainty exists, this analysis provides useful information for decision-making.

Errors

As this is the first year of reporting under the requirements of IFRS S1 and IFRS S2, no material errors relating to prior periods have been identified.

Transition reliefs

In preparing this report, TRAXION applied the following transition reliefs available for the first annual reporting period:

- Disclosure of information only about climate-related risks and opportunities (in accordance with IFRS S2), together with the applicable requirements of IFRS S1.
- Omission of comparative information on climate-related risks and opportunities.
- Omission of Scope 3 greenhouse gas emissions disclosures.
- Presentation of sustainability-related financial disclosures after the related financial statements, specifically at the same time as the next second-quarter or half-year general purpose financial report.

Date authorized for issue

This sustainability report was authorized for issue by the Issuer's Board of Directors on July 24, 2026.

1. Governance

At TRAXION, sustainability is integrated into the corporate governance structure, supporting accountability and alignment across all levels of the organization. This structure facilitates the oversight, management and monitoring of climate-related risks and opportunities, as well as their integration into strategy, decision-making and the business model.

Board of Directors and Committees

The Board of Directors has ultimate responsibility for overseeing climate-related risks and opportunities, including their integration into corporate strategy, relevant decision-making and the Issuer's risk management. This oversight is performed at least annually, or more frequently when the significance of the matters requires it. At each Board of Directors meeting, a progress report on sustainability and environmental, social and governance factors is presented, enabling Board members to remain continuously informed of relevant matters in this area.

To support this responsibility, the Board is assisted by the Corporate Practices and Sustainability Committee and the Audit Committee, in accordance with their respective mandates and responsibilities. In this regard, the Corporate Practices and Sustainability Committee reviews climate-related risks and opportunities, including their integration into corporate strategy.

TRAXION is strengthening its processes so that the Board of Directors and the committees that support it consider climate-related risks and opportunities more systematically when reviewing corporate strategy, risk management and, where applicable, decisions relevant to the Company, including investments, fleet renewal, operational efficiency, financing, acquisitions or projects that could change the Group's climate exposure. The Corporate Practices and Sustainability Committee monitors implementation of the Sustainability Strategy, including the management of climate-related risks and opportunities, and reports progress to the Board of Directors quarterly at each meeting. In addition, in accordance with its responsibilities under the Securities Market Law, it evaluates the performance and compensation of relevant executives.

The Audit Committee, oversees the effectiveness of the internal control system and the corporate risk management framework, reviewing these matters at each of its meetings, which are held five times a year, and reporting the results of its review to the Board of Directors through its reports to the Board. As part of this approach, TRAXION is in the process of systematically integrating climate-related risks and opportunities into its corporate risk management framework. Risks and opportunities identified as financially material will be incorporated into the strategic risk matrix, which is presented to and reviewed by this Committee.

Responsibilities related to the oversight of climate-related risks and opportunities are in the process of being incorporated into the mandates of the relevant governance bodies and committees. Currently, these responsibilities are documented in internal policies and guidelines, including the Sustainability and Stakeholder Engagement Policy and the Environmental, Climate Change and Biodiversity Policy.

To strengthen its oversight capabilities, the Board of Directors receives training and is evaluated annually on sustainability matters, including regulatory trends, international disclosure standards, risks and matters related to climate change. This process is supported by the Corporate Sustainability Department, which has specialized technical capabilities, and, when necessary, by external experts to strengthen the analysis of specific matters. TRAXION also reviews the capabilities of the teams involved in managing and overseeing climate-related risks and opportunities in order to identify areas for strengthening and continue developing the skills and competencies required as applicable regulatory and methodological requirements evolve.

As of the end of the reporting period, TRAXION does not have formal quantitative climate-related targets or remuneration policies specifically linked to climate-related targets. Nevertheless, the Board

of Directors and the relevant committees periodically oversee progress on initiatives related to operational efficiency, emissions reduction, energy transition and sustainability, which will serve as a basis for the future definition of climate-related targets and for evaluating their potential gradual integration into applicable remuneration schemes.

Management's role in governance

Management of climate-related risks and opportunities at the executive level is delegated to the Chief Sustainability Officer (CSO), who leads the implementation of TRAXION's Sustainability Strategy and reports directly to the Executive Chairman. As part of these responsibilities, the CSO coordinates these matters, monitors performance indicators, develops guidelines and policies, prepares ESG reports and provides periodic updates to the Board of Directors, the Corporate Practices and Sustainability Committee and other relevant governance bodies.

To ensure coordination across areas, the management of climate-related risks and opportunities is supported by the Sustainability Committee, a cross-functional forum that monitors relevant climate-related risks, opportunities, projects and initiatives. This Committee monitors progress, identifies coordination needs among areas and facilitates the integration of these matters into business operations. The Corporate Sustainability Department consolidates progress, indicators and relevant matters for reporting to the corresponding governance bodies.

This work is carried out through the corporate Sustainability area and on a cross-functional basis with areas such as Risk Management, Internal Audit, Legal, Compliance, Finance, Human Capital, Operations and Investor Relations, in order to integrate climate-related risks and opportunities into internal management, control and decision-making processes.

At the operational level, TRAXION has sustainability leaders in its business units who are responsible for supporting the local implementation of climate-related initiatives, monitoring performance indicators and escalating relevant information to the Corporate Sustainability Department. These activities are supported by internal policies, guidelines and procedures to strengthen the management and oversight of climate-related risks and opportunities.

2. Strategy

Climate-related risks and opportunities

TRAXION conducts its financial and operational planning primarily on an annual basis through the budgeting process. The climate horizons defined for the analysis—2030, 2040 and 2050—do not represent approved financial plans or budget projections, but rather reference points for assessing climate-related risks and opportunities and the resilience of the strategy over the short, medium and long term.

The following table summarizes the climate-related risks that could affect the Company over the short, medium and long term.

Risk type	Risk name	Time horizon			Climate scenario	Reference
		Short term (2030)	Medium term (2040)	Long term (2050)		

Transition risk	Increase in fuel prices	X	X	X	NGFS Current Policies	2.1
	Direct taxes on carbon emissions		X	X	NGFS Net Zero 2050	2.2
	Adoption of clean technologies		X	X	NGFS Net Zero 2050	2.3

As of the date of this Report, no material physical risks or climate-related opportunities were identified for TRAXION. This conclusion was reached after evaluating the potential effects of acute and chronic physical risks—including snowfall, flooding, tropical cyclones, rising temperatures and changes in precipitation patterns—on the Company's facilities and operations. Although the Issuer's Annual Report recognizes various phenomena as risk factors for its operations and for the logistics and road transportation industry, including natural disasters, earthquakes, fires, floods, droughts, rising temperatures, water scarcity, power outages and hurricanes, for purposes of this report these factors were assessed in accordance with IFRS S2 through the identified climate-related physical risks and the climate scenarios used. The results of the analysis indicated that the potential effects on the Company's operations, revenue and financial prospects remain below the materiality thresholds defined by TRAXION, considering the geographic diversification of its operations and facilities across different regions of the country.

The resulting risks with the potential to constitute material information for disclosure in this sustainability-related financial report were reviewed by the corresponding internal areas and presented to the Corporate Practices and Sustainability Committee.

The Issuer does not provide quantitative information on the current or anticipated financial effects of the transition risks identified on an individual basis. This determination was made risk by risk, in accordance with the criteria set out in the IFRS Sustainability Disclosure Standards, because such effects are not separately identifiable from other factors affecting fuel costs and the Issuer's fleet renewal plan, and because the level of uncertainty involved in estimating them is so high that the resulting quantitative information would not be useful. Their magnitude and timing depend on variables whose evolution is beyond the Issuer's control, such as international benchmark energy prices, tax policy applicable to fuels, the trajectory of emissions regulation, and the development and availability of low-emission vehicle technologies.

For each risk, the expected effects on the Issuer's financial position, financial performance and cash flows are described qualitatively, identifying the consolidated financial statement line items that would likely be affected. This information should be read together with the Issuer's consolidated financial statements as of December 31, 2025 and the related notes.

Based on the information available as of the end of the reporting period, TRAXION did not identify climate-related risks or opportunities that represent a significant risk of a material adjustment within the next annual period to the carrying amounts of assets and liabilities recognized in its consolidated financial statements. In the short term, the Company does not anticipate material changes in its financial position, financial performance or cash flows arising from the management of climate-related risks and opportunities. In the medium and long term, these risks could influence decisions related to fleet renewal, operational efficiency, clean technologies, lower-carbon fuels and supporting infrastructure, as well as create pressure on operating costs. Future capital allocation and sources of financing will be evaluated through TRAXION's ordinary budgeting, investment and decision-making processes.

The transition risk analysis considered, among other assumptions, the NGFS Net Zero 2050 scenario as a reference for evaluating potential effects associated with an accelerated transition to a low-carbon economy. Nevertheless, TRAXION recognizes a high degree of uncertainty regarding the realization of this scenario, as its evolution depends on external factors beyond the Issuer's control, including the development of public policies, climate regulation, the availability and cost of low-emission technologies, required infrastructure, market conditions and the pace of adoption by the transportation sector.

Accordingly, the results derived from this scenario should not be interpreted as a financial projection or forecast, but rather as an input for identifying potential risks, assessing the resilience of the strategy and strengthening decision-making. TRAXION will continue to monitor the evolution of these factors and update its assumptions as greater visibility emerges regarding transition pathways and as the assessed time horizons—2030, 2040 and 2050—draw closer.

2.1. Increase in fuel prices

a. Description

TRAXION is exposed to volatility in fuel prices, particularly diesel, due to the importance of this input to its transportation operations. This volatility could be influenced by factors associated with the global energy transition, the strengthening of climate policies and the development of regulations aimed at discouraging the use of fossil fuels.

In Mexico, variability in the Special Tax on Production and Services (IEPS) applicable to fuels may increase the Company's operating costs, with potential effects on its margins and competitiveness. Although IEPS is not formally a carbon tax, it functions as a fiscal mechanism that affects the cost of fossil fuel consumption and could be strengthened over the medium and long term as part of regulatory measures to promote decarbonization and reduce GHG emissions.

This risk was identified as material under the NGFS Current Policies scenario for the short-term (2030), medium-term (2040) and long-term (2050) horizons, considering the Company's exposure to fuel consumption and the sensitivity of its operating costs to potential increases in the price of this input.

b. Effects on the business model and value chain

Current effects

TRAXION's business model depends significantly on the availability and cost of the fuels used in its transportation operations. During the year ended December 31, 2025, fuel represented one of the main operating inputs for the provision of services in the Cargo Mobility, People Mobility and, to a lesser extent, Logistics and Technology segments.

Currently, exposure to fuel prices is concentrated primarily in fleet operations, the cost structure of transportation services and the ability to pass on, partially or fully, cost variations through the rates agreed with customers. As of the date of this report, no fuel price increases resulting from climate change-related factors have been recorded; observed fluctuations have been associated mainly with global supply and demand dynamics, geopolitical conditions—including international conflicts in the Middle East and other geopolitical tensions that have placed upward pressure on oil prices—and changes in international oil prices. As of December 31, 2025, there was no material impact on TRAXION's business model or value chain.

Anticipated effects

Over the short, medium and long term, a sustained increase in fuel prices could place pressure on TRAXION's business model, primarily through higher operating costs and potential adjustments to the pricing structure of its services.

If public policies increasingly seek to discourage the use of fossil fuels, the Company could face higher costs associated with diesel consumption, as well as a greater need to strengthen energy efficiency measures, operational optimization and the evaluation of technology alternatives or lower-carbon fuels.

This risk could also affect the value chain through higher supplier costs, adjustments to commercial terms with customers and increased pressure to offer more efficient and lower-emission transportation solutions. TRAXION's ability to manage this risk will depend, among other factors, on the evolution of fuel prices, the applicable regulatory framework, the availability of viable technologies and the ability to pass a portion of cost increases on through service rates.

c. Effects on strategy and decision-making

Current effects

Fuel consumption management is currently part of TRAXION's operational and strategic decision-making because of its relevance to the cost structure. The strategy includes initiatives aimed at improving fuel efficiency, optimizing routes, monitoring vehicle performance and promoting more efficient driving practices.

Exposure to fuel prices is also considered in operational planning, budget monitoring and the identification of opportunities to reduce the emissions intensity of operations. To date, these decisions have not been influenced by fuel price increases attributable to climate change, but rather by market conditions.

Anticipated effects

Toward 2030, 2040 and 2050, under the NGFS Current Policies scenario, this risk could influence strategic decisions related to fleet planning, pricing structures, technology deployment, operational efficiency and customer relationships.

In particular, an environment of higher fuel costs could accelerate the need to evaluate alternatives such as more efficient technologies, alternative fuels, lower-carbon mobility solutions, selective vehicle renewal and additional logistics optimization measures. However, adoption of these alternatives will be subject to their technical, operational and financial viability, as well as infrastructure availability and market conditions.

TRAXION will continue to monitor the evolution of fuel prices, regulatory changes and customer and investor expectations, with the aim of incorporating this information into its strategic planning, risk management and investment decision-making processes.

d. Financial position, financial performance and cash flows

Current financial effects

During the reporting period, this risk did not materially affect the Issuer's financial position, financial performance or cash flows.

As described in Note 6 to the consolidated financial statements, since diesel prices were deregulated in Mexico in 2017, changes in diesel prices are recognized in fuel costs, and prices may fluctuate due to changes in diesel production by oil-producing countries, market forces, heightened international tensions or unforeseen geopolitical events.

To date, no increases in fuel prices attributable to climate change-related factors have been observed that had financial effects on the Company.

Anticipated financial effects

Over the short, medium and long term, under the NGFS Current Policies scenario, this risk could primarily materialize in fuel costs, which are presented net of the IEPS tax incentive applicable to diesel purchases (see Notes 4(q) and 22 to the consolidated financial statements). Consequently, an increase in fuel prices could affect operating income and net income to the extent that price increases cannot be reflected in service prices, as well as cash flows from operating activities.

The effect of this risk, considered together with other risks and factors affecting diesel prices, is reflected in the diesel price sensitivity analysis disclosed in Note 6 to the Issuer's consolidated financial statements. That note also states that a change in the crediting factor of the IEPS incentive could have a direct impact on fuel costs and the Issuer's profitability.

2.2. Taxes on carbon emissions

a. Description

The potential implementation or strengthening of carbon pricing mechanisms, including their possible extension to mobile sources, could increase operating costs in the transportation sector. Although TRAXION currently does not report significant emissions from stationary sources, the Company remains exposed to regulatory changes that could directly or indirectly affect the costs associated with emissions generated by its operations.

Internationally, carbon pricing mechanisms applicable to transportation have been implemented primarily through indirect regulatory instruments, without widespread schemes that directly tax emissions from mobile sources at the company level. Nevertheless, the evolution of climate policies could create new regulatory obligations or additional costs for sectors with intensive fossil fuel consumption, including road transportation.

This risk was identified as material under the NGFS Net Zero 2050 scenario for the medium-term (2040) and long-term (2050) horizons, considering the significance of emissions associated with its operations and the possibility that future carbon tax instruments could affect its cost structure. This scenario represents an accelerated transition pathway to a low-carbon economy, the realization of which is subject to a high degree of uncertainty and depends on external factors beyond TRAXION's control.

b. Effects on the business model and value chain

Current effects

Carbon taxes applicable to emissions from stationary sources already exist in certain Mexican states; however, these are not material to TRAXION due to the nature of its operations. This risk could become more significant if such mechanisms were extended or strengthened in relation to mobile sources.

During the year ended December 31, 2025, TRAXION was not subject to a carbon tax directly applicable to emissions from mobile sources generated by its fleet. Accordingly, this risk did not have current material effects on the Company's business model, value chain or operations.

Nevertheless, due to the nature of its operations, TRAXION remains indirectly exposed to the potential evolution of carbon pricing mechanisms that could result in reporting obligations, regulatory compliance requirements or additional costs associated with its emissions.

Anticipated effects

Over the medium term (2040) and long term (2050), particularly under the NGFS Net Zero 2050 scenario, the implementation or strengthening of carbon pricing mechanisms could alter the cost structure of the transportation sector, particularly if such mechanisms are applied directly or indirectly to emissions from mobile sources.

For TRAXION, this risk could result in higher operating costs associated with monitoring, measuring and managing GHG emissions generated by its operations. It could also increase pressure to adopt energy efficiency measures, logistics optimization, fleet renewal, or the evaluation of lower-carbon technologies and fuels.

Within the value chain, anticipated effects could include adjustments to commercial terms with customers and growing demand for information related to emissions, carbon intensity and the climate performance of the services provided.

c. Effects on strategy and decision-making

Current effects

The potential evolution of carbon pricing mechanisms is currently part of TRAXION's climate risk analysis and its monitoring of regulatory trends relevant to the transportation sector. Although there are currently no material costs arising from a carbon tax directly applicable to the Company's mobile-source emissions, TRAXION considers this risk in its planning, risk management and climate scenario assessment processes.

Anticipated effects

Over the medium term (2040) and long term (2050), under the NGFS Net Zero 2050 scenario, this risk could influence decisions related to fleet planning, investment evaluation, technology selection, commercial strategy and the pricing structure of services.

In particular, the potential implementation of explicit costs associated with carbon emissions could accelerate the evaluation of alternatives to reduce the emissions intensity of operations, including more efficient technologies, alternative fuels, lower-carbon mobility solutions and contractual mechanisms that allow regulatory changes or increases in operating costs to be reflected.

The integration of this risk into decision-making will depend on the evolution of the regulatory framework, the design of carbon pricing mechanisms, their applicability to road transportation, the availability of viable technologies and the Company's ability to pass these costs on to customers, partially or fully.

d. Financial position, financial performance and cash flows

Current financial effects

During the reporting period, transition risks related to carbon emission taxes did not materially affect the Issuer's financial position, financial performance or cash flows. To date, taxes apply only to emissions from stationary sources and no material payments have been made in this regard, while there are currently no taxes on emissions from mobile sources.

Anticipated financial effects

Over the medium and long term, under the NGFS Net Zero 2050 scenario, if regulation were to evolve toward direct taxes on emissions from mobile sources, or toward an obligation to offset such emissions on a basis determined by the relevant authority, the Issuer anticipates that the principal financial effect could be a recurring cash outflow from operating activities. Such outflows would be associated, as applicable, with the payment of those taxes or the periodic acquisition of offset instruments that meet the eligibility criteria established by the competent authority.¹

Likewise, if regulation or market conditions were to promote the use of fuels with a lower carbon footprint, such as renewable diesel or biomethane, the Issuer could face higher operating costs, given the currently limited availability of these fuels and their higher cost compared with conventional diesel. This could increase total costs and reduce operating income and net income.

Where applicable, acquired offset instruments and related obligations would be recognized in the Group's financial position in accordance with the regulatory design eventually established by the relevant authority.

The Issuer determined that quantitative information on the effects of this risk, considered together with other factors, would not be useful in this period because these are hypothetical effects whose configuration would depend on the regulatory design that may ultimately be adopted.

2.3. Adoption of clean technologies

a. Description

The transition to low- or zero-emission technologies, such as electric vehicles, biomethane, hydrogen or other lower-carbon alternatives, could require significant capital expenditures (CAPEX) and result in potential increases in operating costs during the initial stages of adoption. Because low-emission vehicles and technologies are acquired primarily in foreign currency, fluctuations in the Mexican peso–U.S. dollar exchange rate could amplify the cost of adopting these technologies, representing an additional source of uncertainty in the financial assessment of these investments.

This risk could materialize if the adoption of clean technologies accelerates due to regulatory factors, environmental restrictions, changes in customer procurement criteria, investor expectations or technological advances in the transportation sector. In this context, TRAXION could need to renew or adapt part of its fleet, invest in supporting infrastructure, develop new operational capabilities and adjust its maintenance, training and logistics planning processes.

Although these technologies may represent an opportunity to reduce emissions and improve the environmental efficiency of operations over the long term, their adoption also entails significant challenges for the transportation sector, including higher initial costs, limited infrastructure availability, technological maturity, vehicle range, charging or refueling times, availability of alternative fuels, maintenance costs and route adaptation.

¹ Conceptual reference based on sector-specific emissions offsetting mechanisms, such as CORSIA for international aviation; this does not imply applicability to TRAXION.

This risk was identified as material under the NGFS Net Zero 2050 scenario for the medium-term (2040) and long-term (2050) horizons. This scenario represents an accelerated transition pathway to a low-carbon economy, the realization of which is subject to a high degree of uncertainty and depends on external factors beyond TRAXION's control, including the evolution of climate regulation, the availability of infrastructure and low-emission technologies, adoption costs and the pace of transition in the transportation sector. Under these assumptions, the transition to clean technologies could require significant investment or substantial operational changes, given the importance of the fleet to the Company's business model.

b. Effects on the business model and value chain

Current effects

During the year ended December 31, 2025, the adoption of clean technologies did not have current material effects on TRAXION's business model or value chain. The Company's operations continue to depend primarily on conventional transportation technologies, as low- or zero-emission alternatives still face technical, economic and infrastructure limitations that constrain their widespread adoption in road transportation operations.

Nevertheless, TRAXION has begun evaluating technology alternatives that could help reduce the emissions intensity of its operations, considering their technical, operational and financial viability. These evaluations form part of its monitoring of market trends, regulatory changes and customer and investor expectations regarding decarbonization.

Within the value chain, this risk relates primarily to the availability of clean vehicles and technologies from manufacturers, charging or refueling infrastructure, the supply of alternative fuels, specialized maintenance capabilities, adoption of clean technologies by external transportation service providers, and customer demand for lower-emission logistics and mobility solutions.

Anticipated effects

Over the medium and long term, under the NGFS Net Zero 2050 scenario, an accelerated transition to clean technologies could alter TRAXION's business model by requiring greater integration of climate considerations into fleet planning, investment evaluation, route design, cost structure and the commercial offering.

The Company could face higher investment requirements to renew vehicles, adapt facilities, develop charging or refueling infrastructure, train technical and operational personnel, and adjust maintenance processes. Additional costs could also arise during the initial implementation stages due to lower technology availability, the operational learning curve, route adjustments or range limitations.

Within the value chain, anticipated effects could include greater dependence on manufacturers, infrastructure providers, energy or alternative fuel suppliers, external transportation service providers and specialized service providers. Customer relationships could also change, particularly where lower-carbon transportation solutions or contractual arrangements that recognize the costs associated with technology adoption are required.

c. Effects on strategy and decision-making

Current effects

The adoption of clean technologies is currently part of TRAXION's strategic analysis of climate change, operational efficiency and developments in the transportation sector. The Company monitors the

availability and performance of low- or zero-emission technologies, as well as regulatory, commercial and infrastructure conditions that could influence their adoption.

Although widespread adoption of these technologies is not yet part of the Company's core operations, TRAXION considers this risk in its planning, investment evaluation and analysis of opportunities to reduce the emissions intensity of its operations. Decisions related to clean technologies are evaluated based on their technical, operational and financial viability, as well as their alignment with customer needs.

Anticipated effects

Over the medium and long term, this risk could have a significant influence on TRAXION's fleet strategy, capital allocation, operational planning, customer relationships and emissions management.

A potential acceleration of climate- or market-driven requirements could require the Company to evaluate alternatives such as electric vehicles, lower-carbon fuels, biomethane, hydrogen or other emerging technologies in greater depth. These decisions could involve adjustments to fleet renewal criteria, vehicle selection, route design, driver training, operational infrastructure and maintenance arrangements.

TRAXION will continue to monitor technological developments, infrastructure availability, acquisition and operating costs, regulatory incentives, customer expectations and market conditions, with the aim of integrating these factors into its strategic planning and investment decision-making processes.

d. Financial position, financial performance and cash flows

Current financial effects

During the reporting period, the transition risk related to the adoption of clean technologies did not materially affect the Issuer's financial position, financial performance or cash flows.

To date, the adoption of clean technologies has not involved material investments that significantly alter TRAXION's financial structure.

Anticipated financial effects

If this risk were to materialize over the medium or long term under the NGFS Net Zero 2050 scenario, the Issuer could face higher investments in transportation equipment and infrastructure through capital purchases or lease commitments, depending on how vehicles are incorporated into the fleet; higher operating and maintenance costs during the initial stages of adoption; and a faster-than-expected reduction in the value and expected economic life of internal combustion vehicles, with the resulting effects on depreciation, operating income and net income.

In terms of cash flows, these effects could be reflected in investing activities and, where applicable, financing activities.

The Issuer determined that quantitative information on the potential effects of this risk, considered together with other factors, would not be useful in this period because their realization, magnitude and timing are subject to a high degree of uncertainty. These effects will depend on the evolution of the cost and availability of technologies and infrastructure, as well as the pace imposed by regulation and the market.

Climate resilience

To assess the resilience of its strategy and business model to climate change, during 2025 TRAXION analyzed the potential effects of physical risks, transition risks and climate-related opportunities under different scenarios and time horizons, considering their potential impact on the Company's operations, strategy and financial prospects.

For the assessment of physical risks, TRAXION used the SSP1-2.6, SSP2-4.5 and SSP5-8.5 climate scenarios developed by the Intergovernmental Panel on Climate Change (IPCC), while transition risks were assessed using the Net Zero 2050 and Current Policies scenarios developed by the Network for Greening the Financial System (NGFS). These scenarios enabled TRAXION to assess the performance of its strategy under different climate change pathways, regulatory developments and transition pathways to a low-carbon economy.

For physical risks, the results of the analysis show that no material financial impacts were identified at the consolidated level under the scenarios assessed. Although certain facilities have different levels of exposure to acute and chronic risks, the estimates indicate that the potential effects on the Company's operations, revenue and financial prospects remain below the materiality thresholds defined by TRAXION. The diversification of its operations and the geographic distribution of its facilities and fleet across different regions of the country help strengthen the Company's resilience to localized physical events. Accordingly, the Company considers that its strategy and business model maintain an adequate level of resilience to the physical risks assessed.

For transition risks, TRAXION's resilience is supported by the Company's ability to monitor developments in the regulatory, technological and market environment, gradually incorporate new technologies and adapt its operational and investment decisions as conditions associated with the transition to a low-carbon economy evolve. Under this approach, the analysis identified as material the risks related to potential increases in fuel prices, the possible implementation of taxes on carbon emissions from mobile sources and the adoption of clean technologies. Nevertheless, the results show that TRAXION's strategy maintains an adequate level of resilience under the scenarios assessed, considering its ability to continuously strengthen operational efficiency, gradually renew its fleet, evaluate technologies and alternative fuels, and incorporate climate considerations into its planning and decision-making processes.

The Company also assessed opportunities related to energy efficiency, renewable energy generation, adoption of clean technologies and alternative fuels. Based on the qualitative assessment criteria defined by TRAXION, none of these opportunities was considered material for the reporting period. Nevertheless, the Company will continue to monitor their evolution and assess their potential to strengthen competitiveness, operational efficiency and the resilience of its business model over the medium and long term.

As of the end of the reporting period, TRAXION does not have a formally approved climate transition plan. Nevertheless, operational efficiency initiatives, fleet renewal, the evaluation of clean technologies and the analysis of alternative fuels are among the elements the Company considers in gradually strengthening its climate planning and resilience.

Activities related to the management of climate-related risks and opportunities were addressed primarily through internal resources of the Sustainability area. Future allocation of resources to climate initiatives will be evaluated through TRAXION's ordinary budgeting, investment planning and decision-making processes, considering the technical, operational and financial viability of each initiative. Based on the results obtained, TRAXION considers that its strategy and business model maintain an adequate level of resilience under the climate scenarios assessed. The Company will continue to strengthen its processes for assessing climate-related risks and opportunities, periodically updating its

scenario analyses and incorporating new scientific, regulatory, technological and market information to support decision-making and strengthen its ability to adapt to the effects of climate change.

The results of the resilience analysis are subject to the inherent uncertainty associated with the evolution of climate scenarios, regulatory conditions, technological development and other assumptions considered in the assessment. Additional information on the principal judgements, assumptions and sources of uncertainty used by the Company is presented in the Judgements and measurement uncertainties section.

3. Risk management

As part of its climate-related risk management process, TRAXION considers various sources of information to identify risks and opportunities that may be relevant to the Company. These matters are currently being integrated into the corporate risk management framework, and for the assessment in this period TRAXION used methodologies, assessment criteria and oversight mechanisms consistent with those applied to the Company's other strategic risks.

Sources of information used include the financial materiality assessment, the results of previous climate risk assessments, and the metrics and disclosure topics established by SASB for the Air Freight & Logistics and Road Transportation industries, as well as regulatory and market information related to climate change.

In 2025, TRAXION conducted an analysis of climate-related risks and opportunities, developed by the Corporate Sustainability Department and reviewed with the corporate Risk Management and Finance areas, to identify potential impacts and benefits arising from climate change that could affect the Company's operations, strategy and financial prospects in the current period and over the short, medium and long term.

1. Identification

TRAXION has a process for identifying climate-related risks and opportunities, considering their potential effects on the Company's business models, strategy, operations and financial prospects.

As part of the analysis conducted in 2025, physical risks, transition risks and climate-related opportunities were identified across TRAXION's three business segments: Cargo Mobility, People Mobility, and Logistics and Technology.

During 2025, the quantitative assessment of climate-related risks and opportunities focused on operations and facilities under TRAXION's control. Potential effects within the value chain were considered qualitatively, primarily in relation to suppliers, customers and relevant third parties. The Company will continue to strengthen its processes to gradually incorporate more specific value chain information into future assessments.

The physical risk analysis focused on the facilities with the greatest economic relevance within each business segment, selected based on their relative contribution to the Company's revenue.

The assessment considered acute and chronic physical risks, prioritizing those events that had shown high or very high risk levels at any of the facilities analyzed in previous assessments.

For acute physical risks, the geographic exposure of facilities to extreme climate events was analyzed, including snowfall, flooding and tropical cyclones. The information used came from specialized sources, including the National Center for Disaster Prevention (CENAPRED) for snowfall and tropical

cyclone analyses, and the Aqueduct Water Risk Atlas 4.0 for riverine flood assessment. Coastal flooding analysis was also incorporated for facilities located in coastal areas.

For chronic physical risks, the potential effects of rising temperatures and changes in precipitation patterns were assessed using climate scenarios developed by the IPCC. The analysis was based on projections generated from the CNRM-CM5, MPI-ESM-LR, GFDL-CM3 and HadGEM2-ES climate models, considering the Shared Socioeconomic Pathways SSP1-2.6, SSP2-4.5 and SSP5-8.5, which represent low-, medium- and high-emissions scenarios, respectively. The time horizons assessed were short term (2021–2040), medium term (2041–2080) and long term (2080–2100).

The identification of transition risks considered potential regulatory, technological, financial and market impacts associated with the transition to a low-carbon economy. For this purpose, TRAXION used the Net Zero 2050 and Current Policies scenarios developed by the Network for Greening the Financial System (NGFS). These scenarios were selected to assess the Company's exposure under different levels of climate transition and regulatory development. The Net Zero 2050 scenario assumes the implementation of more stringent climate policies and an accelerated transition to limit the increase in global temperature, while the Current Policies scenario reflects a pathway in which climate policies evolve in line with current regulatory trends. The time horizons considered were short term (2030), medium term (2040) and long term (2050).

TRAXION also assessed climate-related opportunities that could help strengthen operational efficiency, reduce costs, promote the adoption of clean technologies and facilitate the transition to more resilient, lower-emission business models. These opportunities were analyzed using the same time horizons and scenarios considered for the transition risk assessment.

2. Assessment

TRAXION performed qualitative assessments of climate-related risks and opportunities, supplemented, when available information allowed, by quantitative reference analyses to support internal prioritization. These analyses were intended to provide an indicative estimate of potential operational and financial impacts on the Company as an input to their assessment and management.

The assessment considered the nature of each risk or opportunity, its likelihood of occurrence and the potential impact of its effects on the Company's operations, strategy and financial prospects. Variables analyzed included the geographic exposure of facilities, the economic relevance of operations, sensitivity of operating costs, potential investment requirements and possible effects on business continuity, revenue, EBITDA, assets and cash flows.

For physical risks, the financial assessment considered potential operational disruptions arising from extreme climate events and their relative impact on the revenue of the operations assessed. The estimate of such disruptions was based on information published by the National Center for Disaster Prevention (CENAPRED), considering references to days of impact or suspension of activities associated with each type of risk analyzed.

For transition risks, the assessment considered qualitative aspects, including potential effects on competitiveness, market access, access to financing and relationships with relevant stakeholders. In addition, as part of the internal prioritization process, TRAXION used reference thresholds consistent with those applied to other corporate strategic risks to assess whether the identified risks could represent material information for users of general purpose financial reports.

The use of these thresholds formed part of the internal materiality assessment process and does not constitute a quantitative estimate of the current or anticipated financial effects of climate-related risks.

Accordingly, the financial effects of transition risks identified as material are disclosed qualitatively in this report, considering the high degree of uncertainty associated with their magnitude, timing and evolution.

The assessment incorporated climate scenarios and sensitivity analyses to estimate potential impacts and benefits under different levels of climate transition and regulatory development, allowing TRAXION to determine whether the identified risks or opportunities could reasonably be expected to affect the Company's financial prospects over the short, medium or long term.

The assessment results are subject to inherent uncertainties associated with climate scenarios, the assumptions used and the future evolution of regulatory, technological, economic and market factors. The principal judgements, assumptions and sources of uncertainty considered by the Company are described in the Judgements and measurement uncertainties section.

3. Prioritization

Climate-related risks and opportunities identified by TRAXION are prioritized using a methodology aligned with the Company's corporate risk management framework. Climate risks are assessed using the same criteria and scales applied to other corporate risks, enabling their comparison, prioritization and integration into the corporate risk matrix.

For the prioritization of physical risks, the potential impact of operational disruptions and their effect on the revenue of the operations assessed were estimated. As a reference for determining financial materiality, a threshold equivalent to 0.8% of the Company's consolidated revenue was considered.

Transition risks were prioritized using a 5x5 assessment matrix that considers likelihood criteria (low, medium-low, medium, high and very high) and impact criteria (marginal, weak, significant, vital and critical). The assessment also incorporates a vulnerability factor (very low, low, medium, high and very high) to evaluate the effectiveness of existing mitigation measures and determine the residual risk level. Transition risks are considered material when they receive a score of 7 or higher on a scale of 2 to 10 and, based on the financial assessment performed, could exceed the financial materiality thresholds defined by the Company.

For the prioritization of opportunities, five likelihood levels (low, medium-low, medium, high and very high) and five positive impact levels (low impact, limited, significant, vital and transformative) were considered, taking into account factors such as potential economic benefits, contribution to climate change mitigation, competitiveness, market access and access to financing. Opportunities were assessed qualitatively. Only opportunities receiving a score of 20 or higher on a scale of 1 to 25 are considered material. The prioritization process identifies the risks and opportunities requiring greater attention, monitoring or integration into corporate risk management and decision-making processes.

4. Management

TRAXION implements actions aimed at managing climate-related risks and pursuing climate-related opportunities, considering the specific characteristics and needs of each business segment. These actions include initiatives related to operational efficiency, fuel consumption monitoring, fleet modernization, evaluation of clean technologies, energy efficiency and strengthening operational resilience at priority facilities.

The Company also continues to strengthen the integration of climate risks into its corporate risk management processes. Risks identified as financially material will be incorporated into the corporate risk matrix and managed under the same methodological framework used for TRAXION's other

strategic risks, including the assignment of responsible parties, definition of mitigation actions, monitoring of action plans and oversight through corporate governance mechanisms. This will enable climate considerations to be integrated into TRAXION's decision-making, strategic planning, and monitoring and internal control processes.

5. Monitoring

TRAXION conducts an annual review of climate-related risks and opportunities to identify relevant changes that could alter the Company's exposure to physical and transition risks or create new opportunities associated with climate change.

As part of this process, the Company monitors changes in economic, social, regulatory, financial and environmental factors that could alter risk conditions or create new climate change-related risks. It also monitors developments in available scientific and technical information, including relevant updates to climate scenarios and models published by the IPCC and NGFS, to assess whether scenario analyses and the assessment of climate-related risks and opportunities need to be updated.

Climate-related risk and opportunity analyses are updated annually and, when necessary, on an ad hoc basis in response to significant changes in regulatory, technological, climate or market conditions that could alter the assessment results. TRAXION will continue to strengthen the use of climate scenarios and climate-related financial analyses as part of its risk assessment, monitoring and management processes.

6. Communication

The results of the climate-related risk and opportunity analysis are communicated as part of the review and validation process for the sustainability report and climate-related financial information.

The Vice Presidency of Administration and Finance, the Comptrollership and Tax Department, and the Corporate Practices and Sustainability Committee participate in the review of the analysis results and conclusions.

TRAXION will continue to strengthen its processes for communicating and disclosing information on climate-related risks and opportunities, taking into account the evolution of regulatory requirements and international disclosure standards related to sustainability and climate change.

During the analysis conducted in 2025, TRAXION did not identify material climate-related opportunities. The Company will maintain a systematic and ongoing process for identifying, assessing and managing climate-related opportunities, ensuring their appropriate integration into governance and strategic decision-making.

4. Metrics and targets

4.1. Climate-related metrics

4.1.1. Greenhouse Gas (GHG) Emissions

a. Scope 1 and Scope 2 GHG emissions

TRAXION's absolute gross GHG emissions, within the organizational and operational boundaries defined for the inventory and considering the immaterial exclusions described in this section, for the period from January 1 to December 31, 2025 are expressed in metric tons of carbon dioxide equivalent (tCO₂e) and are presented below:

2025 GHG emissions	tCO ₂ e
Scope 1	608,341.16
Scope 2 (location-based)	7,913.79

The reported emissions correspond to TRAXION's consolidated accounting group.

This is TRAXION's first year of reporting under IFRS S1 and IFRS S2. Accordingly, the Company applied the transition relief permitted by the standards to omit comparative information and the disclosure of Scope 3 emissions during the first year of adoption. TRAXION's base year for GHG emissions is 2025, as it is the first annual reporting period under the IFRS Sustainability Disclosure Standards. The Company will use this year as a reference for measuring performance and assessing progress in future periods.

b. Measurement approach and methodology

TRAXION calculated its GHG emissions in alignment with the *Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard* (GHG Protocol, 2004).

For the preparation of the GHG inventory, TRAXION selected the operational control approach. This approach was selected because it captures emissions from activities over which the Company has control and the authority to introduce and implement operating policies. Based on this approach, the inventory boundary was defined by considering the facilities and operations of the different Business Units under TRAXION's operational control.

As part of the emissions inventory preparation process, TRAXION identified GHG emission sources in accordance with the Greenhouse Gas Protocol. The inventory quantifies the following greenhouse gases: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs) and hydrochlorofluorocarbons (HCFCs). No relevant sources of PFCs, SF₆ or NF₃ were identified during the reporting period.

Scope 1 emissions correspond to direct emissions from mobile sources and fugitive sources under TRAXION's operational control, associated primarily with fossil fuel consumption and the use of refrigerant gases.

Scope 2 emissions correspond to indirect emissions associated with electricity purchased from third parties and were calculated using the *location-based* approach, considering the National Electric System emission factor published annually by SEMARNAT. In addition, in accordance with IFRS S2 requirements, Scope 2 emissions under the market-based approach amount to 7,913.79 tCO₂e, equivalent to the amount reported under the location-based approach, because during the reporting period TRAXION did not use contractual instruments for renewable energy supply, such as power purchase agreements (PPAs), renewable energy certificates (I-RECs) or equivalent instruments that would modify the applicable emission factor.

The calculation methodology is based on multiplying activity data by the applicable emission factors. Activity data are obtained from operating records and internal corporate systems of the different business units and are subsequently consolidated at the corporate level. The information used primarily includes fuel consumption, electricity consumption and refrigerant recharge data.

The net calorific values of the fuels used in this inventory were obtained from the 2025 List of fuels and their calorific values to be considered for identifying users with a high consumption pattern, published by the National Commission for the Efficient Use of Energy (CONUEE), Ministry of Energy (SENER), and updated annually.

The emission factors and global warming potentials used to calculate greenhouse gas emissions were obtained from the *Agreement establishing the technical specifications and formulas for applying methodologies to calculate emissions of greenhouse gases or compounds*, published in the Official Gazette of the Federation (DOF) on September 3, 2015.

c. Assumptions, exclusions and significant changes

For Scope 1, emissions from stationary sources were not included in 2025 because they represented less than 1% of TRAXION's total emissions over the previous three years. This is because TRAXION's facilities are used primarily for operational and logistics activities rather than production processes, so their contribution to direct emissions is minimal.

Certain fugitive sources were also excluded, such as lubricating oils, CO₂ from fire extinguishers, welding processes and dry ice use, which represented less than 2% of TRAXION's total emissions in prior inventories.

During 2025, TRAXION incorporated Solística's operations into the inventory following the acquisition of this business unit, including its emissions beginning in July 2025. This incorporation resulted in an increase in reported emissions, primarily in Scope 2.

d. Uncertainty assessment and external assurance

To strengthen the quality, reliability and accuracy of the reported information, TRAXION carried out review and validation processes for activity data, emission factors, calculation workpapers and information consolidation.

In addition, TRAXION's 2025 Scope 1 and Scope 2 GHG emissions inventory was verified by an accredited Validation and Verification Body in accordance with the requirements of the current ISO 14064-3 standard, obtaining a positive verification opinion.

4.1.2.Climate-related transition risks – amount and percentage of assets or business activities vulnerable to climate-related transition risks

The climate-related transition risks identified by TRAXION have the potential to affect activities across its three business segments: Cargo Mobility, People Mobility, and Logistics and Technology, which together represent all of the Company's consolidated revenue. However, the level of vulnerability varies by segment according to the nature of its operations.

The Cargo Mobility and People Mobility segments have greater exposure to risks related to increases in fuel prices, potential taxes on carbon emissions from mobile sources and the transition to low-emission technologies because of their greater intensity in the use of transportation assets. The Logistics and Technology segment has comparatively lower exposure because a significant portion of its activities consists of logistics services, warehousing and technology solutions, although it also operates its own transportation fleet and engages external transportation service providers that could be affected by these risks.

Because the identified transition risks affect activities carried out across all three business segments and are not concentrated in specific assets, TRAXION does not currently use a metric to quantify the

amount or percentage of assets vulnerable to climate-related transition risks. Instead, the assessment considered coverage of the three business segments, which represent 100% of TRAXION's consolidated revenue.

4.1.3.Climate-related physical risks – amount and percentage of assets or business activities vulnerable to climate-related physical risks

As a result of the physical risk analysis conducted during 2025, TRAXION did not identify assets or business activities with material exposure to climate-related physical risks at the consolidated level, based on the materiality thresholds defined by the Company. This conclusion was reached after evaluating the potential effects of acute and chronic physical risks—including snowfall, flooding, tropical cyclones, rising temperatures and changes in precipitation patterns—on the Company's facilities and operations. Although the Issuer's Annual Report recognizes various phenomena as risk factors for its operations and for the logistics and road transportation industry, including natural disasters, earthquakes, fires, floods, droughts, rising temperatures, water scarcity, power outages and hurricanes, for purposes of this report these factors were assessed within the scope of IFRS S2 through the identified climate-related physical risks and the climate scenarios used.

Although no assets or business activities with material exposure to climate-related physical risks were identified at the consolidated level, certain facilities have localized exposure to specific acute and chronic physical risks. Therefore, TRAXION will continue to monitor these exposures as part of its annual climate risk management process.

4.1.4.Climate-related opportunities – amount and percentage of assets or business activities aligned with climate-related opportunities

During 2025, TRAXION assessed opportunities related to energy efficiency, renewable energy generation, clean technologies and alternative fuels. None of these opportunities was identified as material under the qualitative assessment criteria defined by the Company. Accordingly, as of the end of the reporting period, TRAXION does not identify assets or business activities specifically aligned with material climate-related opportunities. The Company will continue to monitor these opportunities as technology, regulation, infrastructure and market conditions evolve.

4.1.5.Capital deployment

During 2025, TRAXION did not make significant capital investments specifically associated with managing the transition climate risks identified as material. This is because those risks did not materialize during the reporting period or result in impacts requiring response measures through capital investment. The Company's actions focused on regulatory monitoring, climate scenario analysis, assessment of potential financial impacts and strengthening climate-related risk management processes.

4.1.6.Internal carbon price

TRAXION has begun incorporating internal carbon price analysis as a tool to strengthen climate risk assessment and support decision-making based on environmental, social and governance (ESG) criteria.

The Company currently uses a shadow price approach, which allows the potential cost of greenhouse gas (GHG) emissions to be incorporated prospectively into financial and operational analyses without constituting, as of the end of the reporting period, a formally implemented mechanism within the organization's financial structure.

TRAXION's internal carbon pricing exercise considers national and international references related to carbon prices and applicable regulatory mechanisms. To determine the reference price, the Company used a market-based methodology, taking as a reference the highest price identified among taxes applicable to CO₂ emissions in Mexico, corresponding to the state of Querétaro.

Based on this analysis, TRAXION used a reference price of MXN 692.13 per metric ton of CO₂e to assess the potential cost associated with its GHG emissions.

This exercise is an internal sensitivity analysis using a shadow price approach and does not represent a liability, provision, payment obligation, recognized expense or quantitative estimate of the current or anticipated financial effects of transition risks. Its purpose is to provide a preliminary assessment of potential carbon exposure and support decision-making.

4.1.7. Remuneration

As of the end of the reporting period, TRAXION does not have specific climate-related metrics formally incorporated into senior management variable remuneration schemes, nor a percentage of executive compensation expressly linked to climate-related targets. However, certain operational indicators considered in performance evaluation processes, such as fuel efficiency, indirectly contribute to improving operational efficiency and reducing the emissions intensity associated with the Company's operations.

4.2. Industry-based metrics

TRAXION identified as applicable the industry-based metrics included in the Industry-based Guidance on Implementing IFRS S2 for the Air Freight & Logistics and Road Transportation industries, in line with the nature of its transportation and logistics operations.

The application of the Air Freight & Logistics industry reflects the nature of the logistics and supply chain operations carried out by the Company. However, TRAXION does not operate air transportation services or hold assets associated with aviation operations; therefore, metrics specifically related to air transportation are not applicable.

Road Transportation industry metrics are considered applicable primarily to the Cargo Mobility segment, given the nature of its road freight transportation operations. Although the SASB industry-based metrics considered do not include a specific industry for people mobility services, TRAXION decided to present, on a supplementary and voluntary basis, available information for the People Mobility segment in the corresponding tables because of its relevance to the Issuer's business model and operations. When a metric is not applicable to this segment due to the nature of the indicator or because it falls outside the scope of the SASB industry metric, it is presented as "NA".

4.2.1. Disclosure topics and metrics

Topic	Metric	2025 data				SASB code
		Logistics and Technology segment	Cargo Mobility segment	People Mobility segment	Total	
Greenhouse Gas Emissions	Gross global Scope 1 emissions	11,722.7 tCO ₂ e	232,125.7 tCO ₂ e	364,009.3 tCO ₂ e	608,341.16 tCO ₂ e ²	TR-AF-110a.1 TR-RO-110a.1
	Description of the short- and long-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	TRAXION currently does not have quantitative Scope 1 emissions reduction targets, mainly due to the operational dependence on diesel consumption. Nevertheless, the Company continues to advance initiatives aimed at improving operational efficiency and reducing emissions, including fleet renewal and modernization, fuel efficiency monitoring, energy efficiency projects and testing to evaluate the use of alternative fuels.				TR-AF-110a.2 TR-RO-110a.2
	Fuel consumed by (1) road transportation operations, percentage (a) natural gas and (b) renewable fuels; and (2) air transportation operations, percentage (a) alternative fuels and (b) sustainable fuels.	(1) In 2025, TRAXION consumed a total of 132,923 GJ of fuel in logistics operations, of which 0 GJ corresponded to natural gas (0%). As of the end of the reporting period, the Company did not record any consumption of renewable fuels. (2) The Company does not conduct air transportation operations.	(1) In 2025, TRAXION consumed a total of 3,009,532.80 GJ of fuel in road transportation operations in the Cargo Mobility segment, of which 0 GJ corresponded to natural gas (0%). As of the end of the reporting period, the Company did not record any consumption of renewable fuels.	(1) In 2025, TRAXION consumed a total of 4,242,733.1 GJ of fuel in road transportation operations in the People Mobility segment, of which 45,302.2 GJ corresponded to natural gas (1.07%). As of the end of the reporting period, the Company did not record any consumption of renewable fuels.	Fuel consumption: 7,385,188.9 GJ Natural gas consumption: 45,302.2 GJ (0.6% of total fuel consumption) Renewable fuel consumption: 0 GJ	TR-AF-110a.3 TR-RO-110a.3
Supply chain management	Total greenhouse gas (GHG) footprint across transportation modes	The total GHG footprint across all transportation modes for the Logistics and Technology segment in	NA	NA	Total GHG footprint in the Logistics and Technology segment: 0.000312 tCO₂e/ton-km	TR-AF-430a.2

² The difference of 483.46 tCO₂e between the sum by business segment (607,857.7 tCO₂e) and the consolidated total of 608,341.16 tCO₂e corresponds to emissions associated with corporate activities that are not allocated to an operating segment. The figure to be used as the reference is the verified consolidated total of 608,341.16 tCO₂e.

		2025 was 0.000312 tCO ₂ e/ton-km. This metric considers emissions associated with logistics operations managed by TRAXION. As of the end of the reporting period, the Company's operations consist primarily of road transportation within the Logistics and Technology segment and do not include air transportation operations.				
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4.2.2. Activity metrics

Activity metric	2025 data				SASB code
	Logistics and Technology segment	Cargo Mobility segment	People Mobility segment	Consolidated total	
Revenue ton-kilometers (RTK) – Road transportation	31,873,609.08 ton-km	4,071,502,719.9 ton-km	NA	4,103,376,328.98 ton-km	TR-AF-000.A TR-RO-000.A
Load factor – Road transportation	The load factor metric is not available for the Logistics and Technology segment because it is not currently among the operational indicators managed by this segment.	93.26% considering the business units in the Cargo Mobility segment	NA	Load factor: 93.26% considering the business units in the Cargo Mobility segment	TR-AF-000.B TR-RO-000.B
Total number of employees	9,193 employees	4,737 employees	11,832 employees	26,116 employees³	TR-AF-000.C TR-RO-000.C
Number of drivers	482 transportation unit drivers	2,766 transportation unit drivers	8,587 transportation unit drivers	11,835 transportation unit drivers	

³ The difference of 354 employees between the sum by business segment and the consolidated total corresponds to employees in corporate areas who are not allocated to an operating segment.

4.3. Climate-related targets

As of the end of the reporting period, TRAXION does not have formal quantitative climate-related targets for reducing GHG emissions, carbon neutrality targets or a formally approved climate transition plan. The Company is also not subject to regulatory requirements that establish mandatory emissions reduction targets or decarbonization targets applicable to its operations.

TRAXION recognizes that defining climate-related targets and a transition plan for the transportation sector depends on multiple factors, including technological developments in low-emission vehicles, the development of energy infrastructure, the availability of alternative fuels, and the evolution of regulatory and market conditions applicable to the transportation sector in Mexico.

Nevertheless, the Company will continue to strengthen its processes for assessing climate-related risks and opportunities and its climate scenario analysis, and will advance initiatives aimed at improving operational efficiency, evaluating clean technologies and reducing its environmental impact.

Events after the reporting period

No events after the end of the reporting period have been identified that require adjustment to or disclosure in the Issuer's climate-related financial information.