

TRAXION

LIFE IN MOTION

Climate-related Risk Assessment

Corporate Sustainability Department

Introduction

Our Climate-related risk assessment is structured around four key pillars:

GOVERNANCE

Detailing the oversight and responsibilities of leadership in climate matters.

STRATEGY

Identifying climate-related risks and opportunities and their impact on the business in the short, medium, and long term.

RISK MANAGEMENT

Describing the processes to identify, assess, and manage climate risks within the company's overall risk management framework.

METRICS AND TARGETS

Presenting the indicators used to evaluate climate performance and drive continuous improvement.

This structure is aligned with the TCFD recommendations and IFRS S2 climate-related disclosure requirements.

GOVERNANCE

At TRAXION, sustainability is integrated into the corporate governance structure, supporting accountability and alignment across all levels of the organization.

Board of Directors

It 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.

Corporate Practices and Sustainability Committee

Monitors the implementation of the Sustainability Strategy, including the management of climate-related risks and opportunities. It reports progress to the Board of Directors quarterly at each meeting.

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 to the Board of Directors.

Sustainability Committee

It is a cross-functional forum lead by our Chief Sustainability Officer (CSO) that monitors relevant climate-related risks, opportunities, projects and initiatives at management level.

CSO & Corporate Sustainability Department

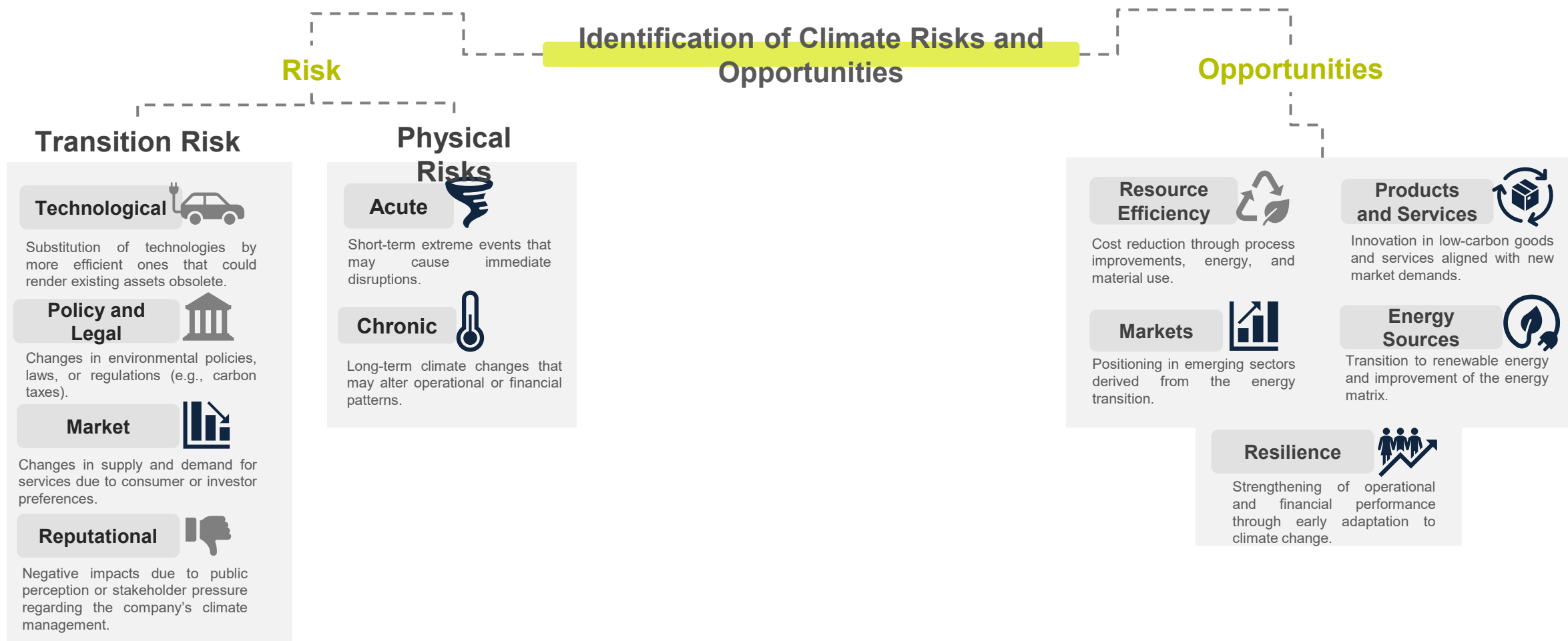
The CSO leads the implementation of TRAXION's Sustainability Strategy and coordinates sustainability- and climate-related risks and opportunities across the organization.

The Corporate Sustainability Department works with business units and corporate functions to integrate sustainability considerations into relevant processes and respond to stakeholder information requirements.

STRATEGY

Climate-related Risks and Opportunities

The strategy is based on the understanding that climate-related risks, both physical and transition, are not isolated events, but factors that can affect financial stability, operational continuity, and future competitiveness. This approach allows for an analysis of the potential financial impacts of these risks while also identifying opportunities that arise in the transition toward a low-carbon economy.



STRATEGY

Climate Risk Management

TRAXION's strategy to address climate change is framed within its **Environmental, Climate Change, and Biodiversity Policy**, which articulates the institutional guidelines for managing the risks and opportunities associated with the climate crisis in a preventive, comprehensive, and long-term manner.

This policy reflects TRAXION's commitment to **mitigating environmental impacts, protecting ecosystems, and transitioning toward a more resilient business model** aligned with the regulatory and physical changes resulting from climate change.

As part of the specific pillar of **Climate Risk Management**, the Policy establishes the following strategic commitments:

1

Identify, prioritize, and proactively address climate-related risks through prevention, mitigation, and adaptation actions, while also seeking to **capitalize on operational and business opportunities** arising from the climate transition.

2

Apply the nomenclature and structure established by the Task Force on Climate-related Financial Disclosures (TCFD), adopted by the International Sustainability Standards Board (ISSB) through the IFRS S2 standard, to systematically analyze physical risks (acute and chronic) and transition risks. This framework guides the technical and financial approach of the study.

3

Use internationally recognized climate scenarios to better assess the magnitude and significance of climate impacts across the company's different Business Segments.

4

Deepen the financial analysis of climate risks and opportunities, focusing on evaluating impacts on revenues, operating costs, and financial structures. Opportunities include **emission mitigation actions** within operations and the value chain, as well as **preferential access to sustainable financial instruments, climate insurance mechanisms, and financing under improved conditions.**

5

Expand the scope of analysis to the entire value chain, integrating not only Traxion's operations but also **clients, logistics providers, and key stakeholders**, to be implemented progressively.

6

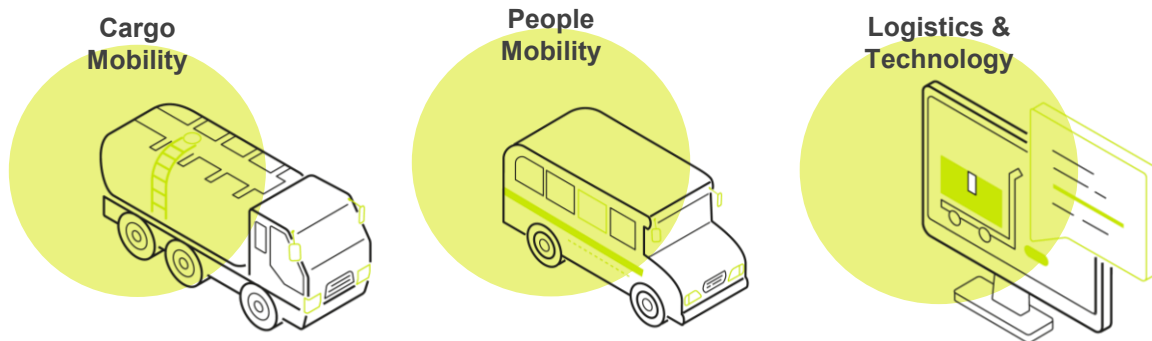
Establish a climate adaptation plan, tailored to the company's operational reality and future growth—both organic and inorganic. This plan aims to **strengthen operational continuity** in the face of extreme climate events and to **anticipate emerging regulatory scenarios.**

STRATEGY

Physical Risks

The assessment of physical risks was developed considering their potential differentiated impact across TRAXION's three Business Segments: **Cargo Mobility**, **People Mobility**, and **Logistics & Technology**.

For **Cargo Mobility** and **Logistics & Technology**, the analysis focused on **facilities and priority routes**; whereas for **People Mobility**, only facilities were assessed. **The prioritization of both facilities and routes was based on their relevance to each Segment's revenue.**



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.



No material physical climate risks were identified at the consolidated level.

The following analysis presents the basis for this conclusion, based on the assessment of acute and chronic physical risks across TRAXION's Business Segments.

STRATEGY

Physical Risks

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)**
- **Long term (2080–2100)**



Optimistic Scenario — SSP1-2.6

Estimates an increase in global average temperature between **1.3°C and 2.4°C by 2050.**



Moderately Optimistic Scenario — SSP2-4.5

Estimates an increase in global average temperature between **2.1°C and 3.5°C by 2050.**



Pessimistic Scenario — SSP5-8.5

Estimates an increase in global average temperature between **3.3°C and 5.7°C by 2050.**

To prioritize risk management, the study analyzed the geographical exposure, operational sensitivity of assets, and economic relevance. Based on these criteria, the locations with the highest potential to represent significant financial impacts were identified, providing a starting point for implementing adaptation strategies at the most critical points of each business segment.

The following sections present the physical risks identified for each business segment.

STRATEGY

Acute Physical Risks – Cargo Mobility

The climate risk analysis for the **Cargo Mobility segment** shows that some facilities are more exposed to extreme natural events.

In the case of **snowfall**, most evaluated centers maintain low exposure; however, AFN Toluca and EGOBA Querétaro present higher levels of vulnerability.

For **flooding**, significant variations are observed, some facilities previously considered high-risk now show low or medium levels, while new sites such as EGOBA Monterrey and AFN Manzanillo exhibit relevant risks.

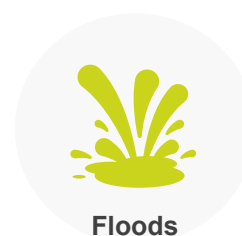
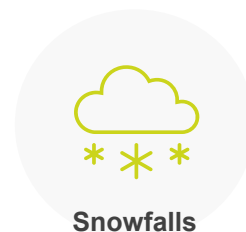
Regarding **tropical cyclones**, most facilities show low or very low exposure, except for AFN Manzanillo, which maintains a very high level of risk due to its coastal location.

Complementarily, to estimate the minimum impact of each event, proportional percentages were applied to the maximum value to reflect scenarios of lower severity.

This approach established a financial impact range that captures both mild and critical conditions, facilitating the prioritization of mitigation and adaptation actions at facilities with greater economic and operational relevance.

The financial results show that even in the most severe scenarios, **no event represents more than 1% of the segment's annual revenue**, indicating that while acute climate events may disrupt operations and cause losses, **no facility reaches a critical level of financial exposure**.

Overall, these results confirm that such events **do not pose a significant financial risk to the segment as a whole**, though they **highlight localized vulnerabilities** that could affect operational continuity in specific locations. The **operational implications** focus on strengthening **site-specific response protocols**, implementing **temporary relocation plans**, and establishing **logistical backup mechanisms** to ensure service continuity in the event of disruptions.



STRATEGY

Chronic Physical Risks – Cargo Mobility

TEMPERATURE

The climate analysis shows a **progressive increase in temperature across all business units**, with operational impacts intensifying over the long term.

In the **short term**, even under optimistic scenarios, temperature rises of **+1.0 °C to +1.2 °C** are projected, signaling warmer conditions and increased energy demand in facilities such as **Toluca, Querétaro, and Calamanda**.

In the **medium term**, temperatures rise further to **+1.5 °C–2.8 °C**, reaching **critical levels near +3 °C** in locations like **San Luis Potosí and Ticomán**, with implications for **occupational health, cargo integrity, and equipment efficiency**.

By the **long term**, under the pessimistic **SSP5-8.5 scenario**, all facilities are expected to exceed **+5 °C**, indicating **greater exposure to extreme heat** that will require **increased investment in adaptation measures, energy efficiency, and operational resilience**.

PRECIPITATION

The precipitation analysis for the **Cargo Mobility segment** shows a **highly variable pattern** but an overall **downward trend in rainfall**, especially under the pessimistic **SSP5-8.5 scenario**.

While some locations, such as **San Luis Potosí and Querétaro**, show slight increases in the short term, most facilities experience **sustained reductions**, with **Veracruz, Manzanillo, Toluca, and Ticomán** being the most affected.

By the **long term (2080–2100)**, declines become critical, with **reductions exceeding 30 mm in Veracruz** and significant losses across central and coastal regions. Consequently, **AFN Veracruz, AFN Manzanillo, AFN Toluca, and MYM Ticomán** emerge as the most vulnerable sites due to decreased water availability, which could impact **logistics, water supply, and operational conditions**, increasing the need for **adaptation strategies and greater efficiency in water resource management**.

STRATEGY

Acute Physical Risks – People Mobility

The analysis of the **People Mobility** segment identifies that some facilities show greater exposure to extreme natural events that could affect operational continuity.

In the case of **snowfalls**, most facilities present **low or very low risk levels**, although Settepi Tijuana and Utep Querétaro exhibit higher vulnerability.

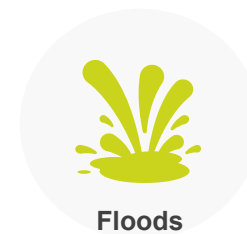
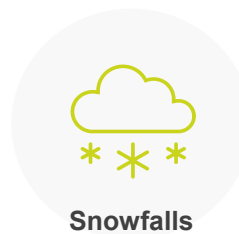
Regarding **floodings**, several facilities maintain low exposure levels; however, Settepi Tijuana and LiPU Cancún stand out for their higher risk, particularly in Cancún due to its coastal location.

In terms of **tropical cyclones**, almost all facilities show low exposure, except for LiPU Cancún, which presents high risk due to its geographical position in the Mexican Caribbean.

The **financial analysis** of these risks, based on **CENAPRED** data and anual **revenues**, estimated the **potential maximum and minimum losses** by type of event and facility. Results indicate that even in severe scenarios, **no event exceeds 1.3% of the segment's revenues**, confirming that acute risks **do not represent a critical financial threat** at the consolidated level.

However, localized vulnerabilities requiring special attention were identified. Settepi Tijuana shows the highest exposure to flooding, with potential impacts of up to MXN 16.3 million (1.23% of revenues), while LiPU Cancún combines flooding and tropical cyclone risks, making it one of the most sensitive facilities due to its coastal context.

Geographical variability is a key factor: northern facilities such as Saltillo and Querétaro experience limited impacts from snowfalls, while coastal and border regions concentrate most of the expected risk. This dispersion reduces the likelihood of simultaneous large-scale impacts but requires site-specific adaptation strategies to strengthen the segment's resilience and operational continuity.



STRATEGY

Chronic Physical Risks – People Mobility

TEMPERATURE

The climate analysis for the **People Mobility segment** projects **temperature increases between +0.9 °C and +5.3 °C by the end of the century**, with **growing impacts on operational efficiency and energy costs**.

In the short term, the effect would be moderate; however, in the **medium and long term**, a **significant rise in maintenance, cooling, and technological renewal requirements** is expected.

This scenario will place **greater pressure on CAPEX**, requiring **investments in heat-resilient infrastructure, energy-efficient systems, and technologies** that mitigate asset deterioration and strengthen **operational resilience to climate change**.

PRECIPITATION

The precipitation analysis, shows a **general trend of decreasing rainfall toward the end of the century**, particularly under the pessimistic scenario (SSP5-8.5).

In the **short term (2021–2040)**, changes are moderate, with reductions in Cancún (–15.46 mm) and Guadalajara (–4.03 mm), while Saltillo and Monterrey show slight increases.

In the **medium term (2041–2080)**, decreases persist in Cancún and Guadalajara, although other sites maintain marginal increases.

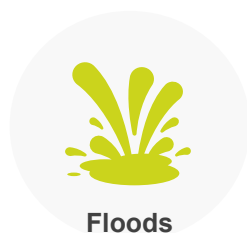
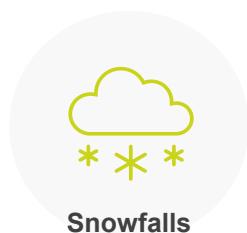
By the **long term (2080–2100)**, reductions become widespread, with significant declines exceeding 20 mm in Cancún and Guadalajara, as well as notable decreases in Valle de México (–14.15 mm) and Querétaro (–11.34 mm), indicating a sustained reduction in water availability and increased risks for facility operation and maintenance.

STRATEGY

Acute Physical Risks – Logistics & Technology

The analysis of **acute climate risks in the Logistics and Technology segment** confirms that the most relevant phenomena are **snowfalls and floods**, while **tropical cyclones** were not considered in this assessment since all facilities were classified with **low or very low exposure levels**, posing no material risk.

Unlike the cargo and people mobility segments, where risks may affect both facilities and routes, in this segment the impacts are **directly concentrated on key facilities**, highlighting the importance of **localized risk management**.



From a financial perspective, although some risks show **high exposure levels**, particularly in facilities such as **HL Toluca, KG Toluca, and Medistik Coecilio** for snowfall, or **San Diego** for flooding, the **estimated impacts remain below 1.3% of total revenues** in all cases. This indicates that even under the most severe scenarios, the **financial losses remain limited** relative to the size of the business.

A **notable exception** is **San Diego**, which simultaneously presents **high risk from snowfall** and **very high risk from flooding**. This combination means that a single facility concentrates **significant exposure to two different phenomena**, with potential maximum losses **exceeding 31 million pesos** in the case of flooding, making it the **most sensitive and critical site in the segment** in terms of climate risk management and operational continuity.

STRATEGY

Chronic Physical Risks – Logistics and Technology

TEMPERATURE

The temperature analysis for the **Logistics and Technology segment** shows a **gradual increase across all facilities**, with moderate rises in the short term and more pronounced increments in the **medium- and long-term scenarios**. Although the overall trend is homogeneous, locations such as EM Monterrey, KG Querétaro, Bajío 2, MX 2, and MX 3 stand out, reaching increases above +5 °C under the most pessimistic scenario (SSP5-8.5), making them the most exposed sites within the group.

Similarly, the facilities in Medistik Tultitlán, Huehuetoca, and Lago de Guadalupe also exceed this threshold toward the end of the century, showing the highest projected temperature increases. In contrast, other assets exhibit more moderate variations, indicating that the impacts of climate change will not be evenly distributed and that certain locations will face more adverse thermal conditions, requiring targeted adaptation measures and preventive planning to sustain operational efficiency in the long term.

It is important to note that the facilities located in San Diego and Nuevo Laredo were not included in this analysis, as they are located in the United States, outside the geographic scope of the INECC (2024) climate projections used for this study.

PRECIPITATION

The precipitation analysis for the **Logistics and Technology segment** shows **progressive reductions over time**, becoming more pronounced in the long term under the pessimistic **SSP5-8.5 scenario**. While **short-term** variations are minor, with slight increases in isolated sites such as EM Monterrey (+2.61 mm), the overall trend points to decreasing precipitation. In the medium term, reductions become widespread, particularly in HL Toluca (–3.86 mm) and KG Toluca (–3.72 mm). By the end of the century, the declines intensify, reaching –24.42 mm in Bajío Kraft IH, –14.73 mm in HL Toluca, and –14.21 mm in KG Toluca, which are the most affected facilities in the group.

In Medistik, the Coecilio and Tultitlán facilities show reductions consistent with the segment average, recording decreases of –14.41 mm and –10.32 mm, respectively. In Pharma, the Huehuetoca and Lago de Guadalupe sites also show decreases toward the end of the century, with values exceeding –11 mm, placing them among the highest reduction levels within the portfolio.

It should be noted that the San Diego and Nuevo Laredo facilities, located in the United States, were not included in this analysis due to the lack of comparable climate data. However, future studies aim to incorporate these locations to provide a more comprehensive assessment of chronic climate risks for the segment.

STRATEGY

Climate-related Transition Risks

Transition risks arise as a consequence of the structural changes needed to move toward a low-carbon economy. These risks can significantly impact companies depending on their level of exposure and ability to adapt.



Regulatory Risk: Refers to the possibility that new public policies, stricter environmental regulations, or carbon taxes may generate negative financial impacts on emission-intensive sectors. These changes can alter operating costs, affect asset profitability, and accelerate mandatory decarbonization.



Technological Risk: Related to the evolution and adoption of clean technologies. Companies that fail to adapt to sustainable innovations may face losses due to the obsolescence of their processes, products, or infrastructure, while those leading the transition could gain competitive advantages.



Reputational Risk: Arises from increasing social, investor, and consumer pressure for environmentally responsible practices. Organizations that do not adequately respond to these expectations may face brand value loss, decreased demand, or exclusion from sustainable financial markets.



Market Risk: Refers to changes in the supply and demand of products and services as a result of the climate transition. This includes declining demand for carbon-intensive goods, price volatility of raw materials, and the reconfiguration of value chains in response to new consumer preferences or trade restrictions.

STRATEGY

Climate-related Transition Risks

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.

Net Zero 2050

Represents an orderly and ambitious transition toward carbon neutrality by 2050, with climate policies implemented early and sustained over time.

Current Policies

Assumes no new climate policies are adopted beyond those currently in place. This leads to an incomplete transition, with high dependence on fossil fuels. A temperature increase above 3°C is projected, along with growing physical risks and regulatory fragmentation.



The time horizons considered were:

- Short term (2030)
- Medium term (2040)
- Long term (2050)

STRATEGY

Climate-related Transition Risks

1. Increase in fuel prices

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. For this reason, TRAXION considers potential fuel price increases associated with climate-related fiscal and regulatory measures to be a regulatory transition risk.

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.

Current effects

As of December 31, 2025, there was **no material impact** on TRAXION's business model or value chain attributable to climate-related regulatory changes affecting fuel prices.

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.

Under the NGFS Current Policies scenario, the estimated financial impact associated with higher fuel costs could reach approximately MXN 1,009 million by 2030.

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.

STRATEGY

Climate-related Transition Risks

2. Taxes on carbon emissions

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.

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.

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.

STRATEGY

Climate-related Transition Risks

3. Adoption of clean technologies

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.

This risk was identified as material under the **NGFS Net Zero 2050 scenario for the medium-term (2040) and long-term (2050) horizons**.

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.

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. 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.

An accelerated transition toward low- and zero-emission technologies could require significant investments in electric vehicles, biomethane, hydrogen, and other alternatives. Under the Net Zero scenario, the estimated investment by 2030 is approximately MXN 734 million.

STRATEGY

Climate-related Opportunities

Carbon offset solutions

Develop customer solutions that integrate carbon offsetting into our service offering, strengthening our value proposition and responding to growing demand for sustainable logistics.

Solar panels at facilities

Expand photovoltaic systems at our facilities to reduce conventional electricity use, lower operating costs, and support the decarbonization of our operations.

Alternative fuels

Explore biomethane, hydrogen, and other alternatives to reduce emissions and strengthen our customer offering where technically and economically viable.

Fleet electrification

Incorporate electric vehicles on suitable routes to reduce emissions, improve efficiency, and lower long-term energy costs.

Fuel-efficiency technologies

Deploy technologies and systems that improve operational efficiency, optimize fuel consumption, reduce GHG emissions, and lower costs.

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.

STRATEGY

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.

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.

Transition Risks

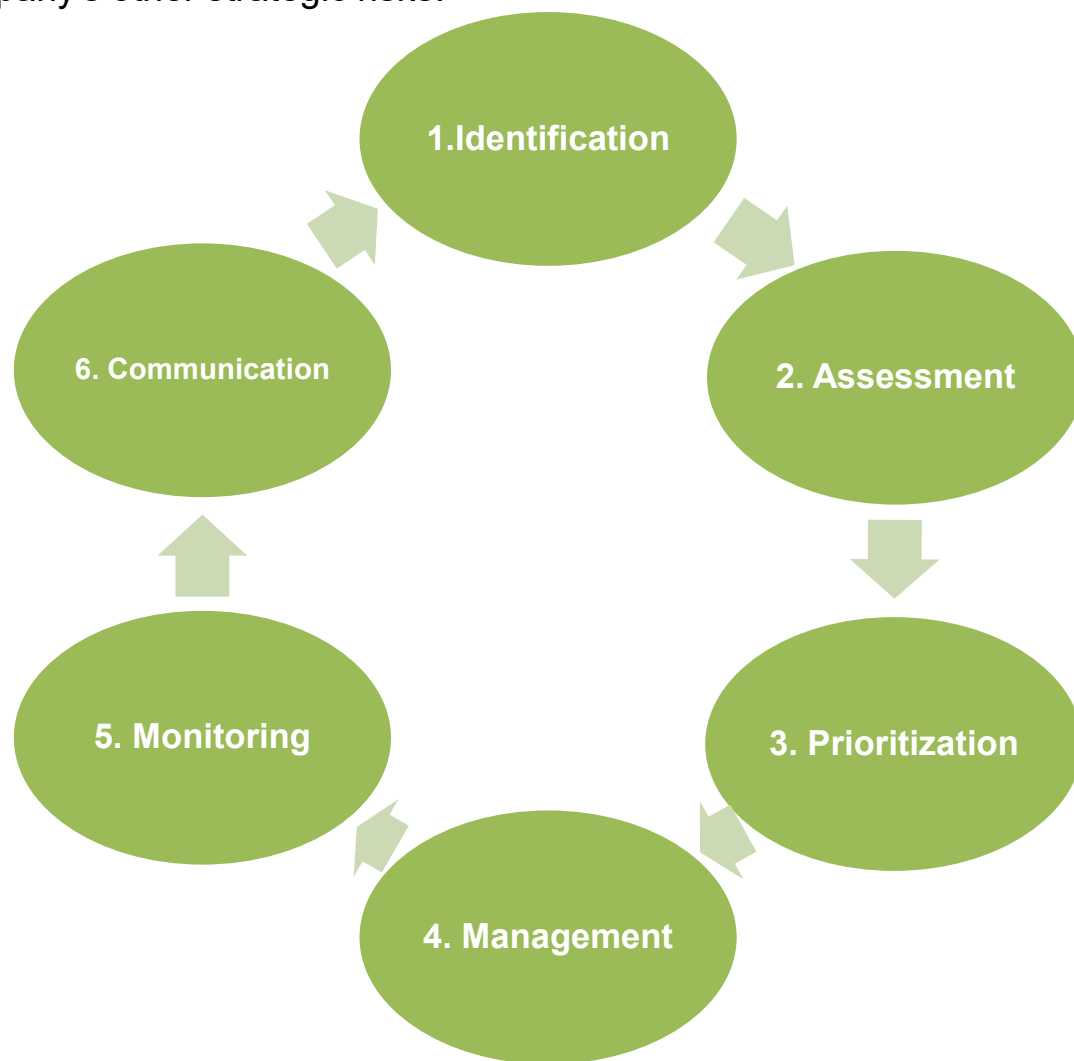
TRAXION's resilience is supported by the Company's ability to monitor developments in the regulatory, technological and market environment, gradually incorporate new technologies and adapt its operational and investment decisions as conditions associated with the transition to a low-carbon economy evolve.

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.

Note: 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.

RISK MANAGEMENT

Our climate-related risk management process is 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.



1. **Identification:** Identify physical and transition risks, as well as climate-related opportunities, across our business segments and value chain.
2. **Assessment:** Evaluate likelihood and potential operational and financial impacts using qualitative analysis, quantitative references, and climate scenarios.
3. **Prioritization:** Rank risks and opportunities using criteria aligned with TRAXION's corporate risk management framework and materiality thresholds.
4. **Management:** Define mitigation and response actions and integrate material climate risks into corporate risk management and decision-making processes.
5. **Monitoring:** Review risks and opportunities annually and update the analysis when regulatory, technological, climate, or market conditions change.
6. **Communication:** Communicate key results through governance and sustainability reporting processes.

METRICS AND TARGETS

Greenhouse Gas (GHG) Emissions

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.

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.

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.

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 Solistica'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.

METRICS AND TARGETS

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.

This presentation provides a summary of TRAXION's climate-related disclosures.

For additional detail, including the applicable SASB metrics, please refer to the IFRS S Sustainability Report 2025.

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