



Ordinary Shareholders' Meeting of Snam S.p.A.

7 May 2024

Questions received prior to the Shareholders' Meeting pursuant to article 127-
ter of Legislative Decree no. 58/1998

Questions received from the Shareholder

ReCommon ETS

1. Snam manages the GNL terminal in Panigaglia (La Spezia) as well as the Golar Tundra FSRU (Piombino) and is joint operator of OLT Toscana (Livorno) and shareholder of Adriatic LNG (Rovigo). In Greece, it's a shareholder of Revithoussa LNG Terminal and Alexandroupolis LNG Terminal through DESFA.

- 1.1. What are the total emissions - related to the year 2023 - linked to the aforementioned LNG terminals controlled by Snam or of which Snam is a Shareholder?

In 2023, the direct gas emissions of the LNG terminal of Panigaglia were 105.2 thousand tonnes ("ktons") of CO₂ equivalent ("eq."), those of the Floating Storage and Regasification Unit ("FSRU") Golar Tundra (Piombino) were 28.2 ktons of CO₂ eq. (from the entry into operation of the regasifier from July 2023), while those of OLT, a jointly controlled company, were 79.5 ktons of CO₂ equivalent.

The information on emissions from the LNG terminals (of other investee companies) comes from investee but not subsidiary companies, with their own legal and management independence. Moreover, the Alexandroupolis terminal in 2023 was still under construction. It is suggested that you contact the company concerned directly.

- 1.2. What are the emission values collected in accordance with the OGMP 2.0 Protocol on the reporting of methane emissions from terminals controlled and jointly operated by Snam, for the year 2023?

The methane emissions of the Panigaglia LNG terminal were 38.5 kton of CO₂ equivalent in 2023, those of FSRU Golar Tundra were 10.5 kton of CO₂ equivalent (since the regasifier became operational in July 2023), while those of OLT, a jointly controlled company, were 0.474 kton of CO₂ equivalent. The difference is due to different engineering and process solutions, as well as authorisation constraints with respect to the possibility of methane combustion at the Panigaglia plant. However, action has already been taken to reduce the plant's emissions.

- 1.3. Has OLT adhered to the OGMP 2.0 protocol in relation to the reporting of methane emissions?

OLT's participation in the OGMP protocol is being evaluated by the Company.

- 1.3.1. If yes, how high are the emissions reported according to that protocol for 2023?

See the answer to question 1.2.

- 1.4. What were the emissions of methane and other climate-changing gases from the Panigaglia terminal in the years 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023?

The direct emissions of climate-changing gases (GHG) from the LNG Panigaglia terminal (expressed in kilotons of CO₂ eq) are shown in the table below:

2015	2016	2017	2018	2019	2020	2021	2022	2023
41.1	57.4	46.3	42.7	84.9	89.8	65.3	117.7	105.2

It should be noted that the methane coefficient for global warming potential (GWP), a value expressing the contribution to the greenhouse effect of a gas compared to CO₂, was updated to 1 in 2022. The new value, according to the Sixth Assessment Report - IPCC, is 29.8 compared to the previous value of 28. Therefore, emissions for 2015 - 2023 were recalculated in accordance with the new GWP.

The terminal's emissions are strongly dependent on the terminal's operation in relation to the arrival of ships, and the extraordinary maintenance of parts of the plant, which can be discontinuous and vary from year to year.

1.4.1. What are the gas quantities regasified and stored by the plant for each of the years analysed?

The quantities of gas regasified and stored by the plant per year are shown in the following table and are expressed in billions of standard cubic metres ('Smc'):

2015	2016	2017	2018	2019	2020	2021	2022	2023
0.03	0.20	0.59	0.83	2.27	2.37	0.99	2.10	2.4

1.5. What were the emission reductions recorded at the Panigaglia terminal for each of the above years?

The following year-on-year % changes have been observed:

2015	2016	2017	2018	2019	2020	2021	2022	2023
-	+40%	-19%	-8%	+99%	+6%	-27%	+80%	-11%

As stated, the terminal's emissions are strongly dependent on the terminal's operation in relation to the arrival of ships, and the extraordinary maintenance of parts of the plant, which can be discontinuous and vary from year to year. In 2022, for example, the plant underwent routine maintenance at the S2 tank and extraordinary maintenance to a boil-off compressor, as well as re-loading with slightly higher natural gas temperatures.

1.6. What are the methane and other climate-changing gas emissions from the Golar Tundra FSRU for 2023?

Please refer to the answer to questions 1.1 and 1.2.

1.6.1. What are the gas quantities regasified and stored by the plant in that same year?
The plant regasified 1.04 billion Smc of gas in 2023.

1.7. What are the emission reductions recorded for the FSRU Golar Tundra in 2023?
2023 was the first year of operation of the Golar Tundra FSRU (from July 2023), so a comparison with earlier years is not possible.

1.8. What were the emissions of methane and other climate-changing gases from the OLT Toscana terminal in the years 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023?

The direct emissions of climate-changing gases (GHG) from the LNG terminal of OLT, a jointly controlled company (expressed in kilotons of CO₂ eq) are shown in the table below:

2015	2016	2017	2018	2019	2020	2021	2022	2023
53.972	60.574	64.593	62.178	73.326	73.336	68.143	81.247	79.475

It should be noted that the methane coefficient for global warming potential (GWP), a value expressing the contribution to the greenhouse effect of a gas compared to CO₂, was updated to 1 in 2022. The new value, according to the Sixth Assessment Report - IPCC, is 29.8 compared to the previous value of 28. Therefore, emissions for 2015 - 2023 were recalculated in accordance with the new GWP.

1.8.1. What are the gas quantities regasified and stored by the plant for each of the years analysed?

The quantities of regasified gas (expressed in billion sm³) are shown in the table below:

2015	2016	2017	2018	2019	2020	2021	2022	2023
0.03	0.45	0.87	1.03	3.51	3.14	1.35	3.62	3.67

It should be noted that the storage tanks of the OLT terminal have the function of receiving the gas discharged from the ships prior to regasification; they therefore have an operational function related to the operation of the plant and not to the storage of gas, and the level of LNG in the tanks varies throughout the year depending on the arrival of the ships.

1.9. What were the emission reductions recorded in the terminal by OLT Toscana for each of the above years?

The following year-on-year % changes have been observed:

2015	2016	2017	2018	2019	2020	2021	2022	2023
-	+12%	+7%	-4%	+18%	+0%	-7%	+19%	-2%

As stated, the terminal's emissions are strongly dependent on the terminal's operation in relation to the arrival of ships, and the extraordinary maintenance of parts of the plant, which can be discontinuous and vary from year to year.

1.10. What were the fugitive methane emissions for 2023 from the Panigaglia, OLT Toscana and Golar Tundra FSRU LNG terminals?

Fugitive methane emissions (i.e. methane emissions due to seal leaks alone) from the Panigaglia LNG terminal were 24.7 kilotons of CO₂ equivalent in 2023, those of the Golar Tundra FSRU (Piombino) were 0.85 kilotons, while those of OLT, a jointly controlled company, were 0.18 kilotons of CO₂ equivalent. As already mentioned, the difference is due to different engineering and process solutions, as well as authorisation constraints with respect to the possibility of methane combustion in

force at the Panigaglia plant. However, action has already been taken to reduce the plant's emissions.

- 1.11. How much gas was imported by each of the aforementioned terminals in 2023 and in the first quarter of 2024?

Year 2023

Panigaglia: 2.4 billion cubic metres ('bcm');

OLT Toscana: 3.67 bcm;

FSRU Golar Tundra: 1.04 bcm.

Q1 2024*

Panigaglia: 0.5 bcm;

OLT Toscana: 0.7 bcm;

FSRU Golar Tundra: 0.8 bcm.

***data stated in standard Higher Heating Value ("HHV") (equal to 10.57275 kWh/scm).**

- 1.12. Where does the gas imported by each of the aforementioned terminals in 2023 and in the first quarter of 2024 come from, by country and LNG facility?

As regards the Golar Tundra FSRU Terminal (Piombino): in 2023 the origin was from Qatar, US, Algeria; in Q1 2024 the origin was from the US, Egypt and Algeria.

As regards the Panigaglia LNG Terminal: in 2023 the origin was from Algeria, Egypt, Spain, France and Gibraltar; in Q1 2024 the origin was from Algeria and Spain.

As regards the OLT Terminal: in 2023 the origin was from Algeria, Egypt, Guinea, Nigeria, Norway, Russia and the US; in Q1 2024 the origin was from the US and Angola.

2. Snam Rete Gas has activated a shuttle connection service of the Panigaglia regasification terminal with regasification terminals located in the Mediterranean Sea pursuant to Article 7 subsection 2 of the Decree of the Ministry of Ecological Transition no. 110 of 14 March 2022.

- 2.1. How many shuttle ships arrived at the Panigaglia terminal in 2023 and Q1 2024?

As required by the regulatory framework, in order to optimise the use of the Panigaglia terminal and to promote additional gas volumes for the national system, Snam has set up a notice board for Users and Shipowners to facilitate the matching of supply and demand with reference to a shuttle service connecting the GNL Italia regasification terminal located in Panigaglia with regasification terminals located in the Mediterranean Sea.

To date, the service has not been used.

- 2.1.1. From which Mediterranean terminals?

See the answer to question 2.1.

2.2.How much gas was imported from each Mediterranean terminal in 2021, 2022, 2023 and Q1 2024?

The volumes regasified at the Mediterranean terminals can be consulted on GLE's ALSI platform.

2.2.1. Which Italian terminals received it?

See the answer to question 2. 2.

3. In March 2024, energy infrastructure company VITTI and asset manager group IKAV created a consortium to acquire a 70% stake in the Adriatic LNG terminal in Porto Viro. According to reports in the specialised press, Snam is planning to increase its ownership share in the terminal to 30%.

3.1. How much is the investment needed to go from 7.3 to 30% ownership?

The investment to increase the shareholding in Adriatic LNG from 7.3% to 30% has not been disclosed as the transaction is still subject to the necessary regulatory authorisations. The transaction completion date affects the final determination of the price to be paid and for this reason the figure has not been made public to date.

3.2.What is the share of Adriatic LNG operations in the regulated market?

The Adriatic LNG terminal operates under a regulated regime for 20% of the plant's regasification capacity while the remaining 80% is exempt.

3.3.What is the share of GNL Italia operations (Panigaglia, Golar Tundra FSRU) in the regulated market?

The Panigaglia terminal and the FSRU Golar Tundra terminal (Piombino) operate under a regulated regime for the entire capacity of the plants (100 per cent).

3.4.What is OLT Toscana's share of operations in the regulated market?

The OLT Toscana terminal operates under a regulated regime for the entire capacity of the plant (100%).

4. Snam acquired a floating unit (FSRU), named **Golar Tundra**, with storage capacity of **170 thousand cubic metres** and an annual regasification capacity of **5 billion cubic metres** of gas. The terminal was moored in the port of Piombino in May 2023.

4.1.What was the total investment for the purchase of the Golar Tundra FSRU?

The cost for the purchase of the ship amounted to approximately 330 million euros.

4.2. How much did adapting and installing the ship in Piombino cost?

Costs for adaptation, installation, connection to the network and commissioning amounted to approximately 180 million euros.

4.3. Can the adaptation of the ship to the company's requirements be defined as complete?
Yes, except for the alterations that will be necessary for the transfer to the new site identified off Vado Ligure, which is currently subject to an environmental assessment process.

4.3.1. If not, why not?

See the answer to question 4.3.

5. Snam in agreement with Extraordinary Commissioner Toti has decided to move the Golar Tundra FSRU to the Gulf of Savona from 2026.

5.1. What is the pre-allocated storage and regasification capacity of this plant for the next 25 years?

To date, the following capacity shares have been allocated: 100% for Thermal Year 2023/24, 95% for Thermal Years 2024/25 and 2025/26, 86% for Thermal Years 2027/28 to 2043/44. The terminal is currently assumed to have a commercial life of 20 years and in line with this capacity on the market has been offered until 2044.

5.2. Which countries will this liquid gas come from?

The origin of LNG in Thermal Year 2023/24 was mainly from the US, Qatar, Algeria, Egypt and Congo, the latter in April. According to current regulations, Snam only learns of the country of origin of the LNG at the unloading planning stage, i.e. a few weeks before the delivery date, following appropriate communication from the shippers holding the corresponding regasification capacity.

5.3. Does Snam consider the 25-year duration of the project compatible with decarbonisation targets?

Yes, specifying that currently the commercial life considered is 20 years, i.e. until 2044.

5.3.1. If so, why?

The project is compatible with the scenarios developed by Snam jointly with the Italian electricity grid operator Terna. The mentioned scenarios take as a reference the European Climate Act (ref. EU Regulation 2021/1119), which enshrines the EU's goal of achieving climate neutrality ('Net Zero') by 2050 and the intermediate goal of reducing greenhouse gas emissions by at least 55% by 2030 compared to 1990 levels (the so-called "Fit-For-55" EU package).

5.4. Will the project be operational from January 2026, as planned?

The transfer of the ship, once the necessary authorisations have been obtained, is scheduled to take place at the end of the authorised three-year period of commercial operation and therefore in July 2026, subject to the time required for the authorisation processes and the execution of the necessary works.

5.5. What will be the total cost of this project?

The cost can only be precisely defined, and thus made public, once the authorisation and tenders for the implementation of the works have been carried out; at present, preliminary estimates are available, which have been appropriately included in the 2023-2027 investment plan.

5.6. How much and what costs will accrue to Snam?

The costs that will fall on Snam will be those related to the relocation and subsequent installation and connection of the FSRU to the network. The project costs and investments are subject to the regulated regime.

5.7. How much and what costs will be covered by public funds?

No public funds are foreseen to cover the costs of moving the FSRU.

6. Compared to the Major Accident Hazard facilities already present in the province of Savona and external emergency plans as highlighted by the proposing company itself, the location of the Golar Tundra ship (itself a MAH facility) is planned in an area with a very high presence of sites, installations and factories of various types. In particular, the presence close by of four Upper Threshold Major Accident Hazard Plants (Legislative Decree 105/2015) is highlighted:

- SAVONA, NC037 Upper Threshold Plant ITALIANA PETROLI S.P.A. Fuel Storage
- VADO LIGURE, NC007N Upper Threshold Plant INFINEUM ITALIA S.R.L. Chemical plants
- VADO LIGURE, NC026 Upper Threshold Plant ALKION TERMINAL VADO LIGURE S.R.L. Fuel storage
- QUILIANO, NC009 Upper Threshold Plant S.A.R.P.O.M. S.R.L. Storage and distribution.

6.1. Will Snam publish and, in any case, assess the external emergency plans of these plants?

The External Emergency Plan (E.E.P.) will be drawn up by the territorial Prefecture on the basis of the scenarios defined in the Safety Report of the Snam plant and neighbouring plants.

6.2. Have detailed plans been assessed and will they be submitted to avoid a domino effect in case of a major accident hazard due to interaction between the planned on-shore installations and the risk establishments listed above?

The project does not involve the on-shore construction of major accident hazard facilities, as these activities are designed for the transport of natural gas and not for its storage.

6.3. Have the environmental impacts resulting from major accidents involving the planned on-shore facilities and the risk establishments listed above been assessed?

All the environmental impacts of the work are assessed within the Environmental Impact Assessment (EIA) procedure established in Legislative Decree 152/2006. The project does not involve the construction of any on-shore major accident hazard facilities. During the design phase of the ground entry point, any interference of the accident scenarios identified for the SARPOM Plant, which is

the closest to the plant, was assessed and ruled out, as agreed with the competent territorial bodies and based on the information in the current Safety Report and External Emergency Plan.

6.4. Are any alternative places being considered?

The location in Vado was identified as the most suitable after a comprehensive evaluation process. No alternative placements are currently under consideration.

6.4.1. If yes, what projects?

See the answer to question 6.4.

6.5. Has the possibility of moving the work further been considered?

See the answer to question 6.4.

6.6. Has the option of reselling the Golar Tundra ship been considered?

No, as its regasification capacity has already been sold to several operators for the next 20 years of planned operation.

7. When was the closing of the purchase transaction of the BW Singapore FSRU?

Following the signing on 6 July 2022, on 4 December 2023 Snam and BW LNG have finalised the acquisition by the Snam group of 100% of the share capital of FSRU I Limited, the company that owns the Floating, Storage and Regasification Unit (FSRU).

7.1. What was the purchasing cost?

The total consideration amounted to approximately USD 400 million (corresponding to approximately 367 million euros).

7.2. Is Snam assessing the construction of a second regasifier in the upper Adriatic in addition to the Ravenna one, on land or offshore?

No.

7.2.1. If yes, where?

See the answer to question 7.2.

8. Has Snam constructed or does it plan to construct new gas or LNG depots?

No.

8.1 If yes, where?

See the answer to question 8.

9. How many and which FSRUs have been bought or will be bought by 2025?

No further acquisitions of FSRUs are currently planned in 2025.

9.1. How many and which ones are or will be operational by 2025?

See the answer to question 9.

9.2. Has Snam completed the purchase of the Golar Arctic FSRU?

No.

9.3. What is its regasification capacity and what is its storage capacity?

See the answer to question 9.2.

9.4. What's the total cost of the investment?

See the answer to question 9.2.

9.5. What work was carried out on the ship?

See the answer to question 9.2.

9.5.1. What were the costs?

See the answer to question 9.2.

9.6. What work still needs to be done?

See the answer to question 9.2.

9.6.1. What were the costs?

See the answer to question 9.2.

9.7. Where will the Golar Arctic FSRU be installed?

See the answer to question 9.2.

10. Can Snam confirm that no regasification and storage units will be installed in Portovesme?

The choice of locations for possible regasification and/or storage units in the region of Sardinia depends on the plans to be developed by the Ministry for the Environment and Energy Security ('MASE') and the Region of Sardinia, following the announced revision of the Prime Ministerial Decree ('DPCM') of 29 March 2022: "Identification of the works and infrastructures necessary to phase out the use of coal in Sardinia and to decarbonise the island's industrial sectors" (see the answer to question 12).

11. What is Snam's role in the storage and regasification project planned in the port of Cagliari, initially presented by Isgas and then by Sardinia LNG (owned by Isgas, Cosin and Vitaly, in turn 50 percent controlled by Vitol and the other 50 percent by Comoil)?

Snam has no role in the indicated project.

12. At the end of January 2024, the Presidency of the Council of Ministers defined a proposed energy decree for Sardinia, which is still awaiting approval. Among other things, the DPCM defines the framework of the gas infrastructure for the island and adaptation of the refuelling terminals with which the terminals to be built in Sardinia should connect to the Panigaglia and Livorno (OLT) terminals via a tanker service.

Despite the discussions that took place in the second half of 2023 between MASE and the Sardinia Region to reach a proposal for a shared amendment, the Prime Ministerial Decree of 29 March 2022 "Identification of the works and infrastructures necessary to phase out the use of coal in Sardinia and to decarbonise the island's industrial sectors" is still being appealed before the Council of State. It is therefore

not possible at present to carry out assessments of the layout, impacts, timing and costs of a possible gas reception and transport infrastructure in Sardinia, as an alternative to that envisaged in the DCPM, nor of course has construction work started. Similar considerations apply to power facilities.

Snam or its subsidiaries are not part of a steering committee, have not defined any agreements with either Higas or Sardinia LNG, and have not purchased any FSRUs to be installed in Porto Torres or elsewhere in the region of Sardinia.

12.1. When did the upgrading of the Panigaglia terminal start and how long will it last?

See the answer to question 12.

12.1.1. What were the costs?

See the answer to question 12.

12.2. What is the payback plan on the investment for this infrastructure?

See the answer to question 12.

12.2.1. With what timing?

See the answer to question 12.

12.3. What impact will this have on existing LNG import contracts and gas export agreements?

See the answer to question 12.

12.3.1. Who will cover the direct and indirect costs of such work?

The regulatory framework applicable to the infrastructures in question, including the relevant treatment of costs, will be defined by the competent Authority.

12.4. When did the work on upgrading the OLT terminal begin and how long will it last?

See the answer to question 12.

12.4.1. What were the costs?

See the answer to question 12.

12.4.2. What is the payback plan on the investment for this infrastructure?

See the answer to question 12.

12.4.3. With what timing?

See the answer to question 12.

12.4.4. What impact will this have on existing LNG import contracts and gas export agreements?

See the answer to question 12.

12.4.5. Who will cover the direct and indirect costs of such work?

See the answer to question 12.

12.5.What is the timeline for redefinition of Sardinia's methanisation project, within the framework of the new steering committee?

We are currently not aware of any convening of a steering committee involving the participation of Snam or its subsidiaries.

12.6.Which parties take part in the steering committee?

See the answer to question 12.5.

12.7.How many meetings were held with MASE and GSE to define the final project structure?

See the answer to question 12.5.

12.8.How many gas pipeline km are planned in this latest draft, and in which areas of Sardinia?

See the answer to question 12.

12.9.Are agreements and/or collaboration in place with HiGas LNG Terminal and Sardinia LNG to reformulate the project in Oristano and Cagliari?

See the answer to question 12.

12.10.Will Snam purchase tank wagons?

See the answer to question 12.

12.10.1. With what investment?

See the answer to question 12.

12.10.2. How will that be repaid?

See the answer to question 12.

12.11. Is the FSRU to be installed in Porto Torres already owned by Snam or its subsidiary ENURA?

See the answer to question 12.

12.11.1. If yes, how much was the investment?

See the answer to question 12.

12.11.2. How will that be repaid?

See the answer to question 12.

13. Are there any agreements and/or collaboration with Fiume Santo S.p.a.?

No.

14. What is the environmental and climatic impact of the virtual pipeline of Porto Torres?

See the answer to question 12.

14.1.Is economic and/or environmental compensation envisaged?

See the answer to question 12.

14.1.1. If yes, what type?

See the answer to question 12.

15. What is the environmental and climatic impact of the virtual pipeline of Oristano?

See the answer to question 12.

15.1. Is economic and/or environmental compensation envisaged?

See the answer to question 12.

15.1.1. If yes, what type?

See the answer to question 12.

16. What is the environmental and climatic impact of the virtual pipeline of Cagliari?

See the answer to question 12.

16.1. Is economic and/or environmental compensation envisaged?

See the answer to question 12.

16.1.1. If yes, what type?

See the answer to question 12.

17. What is the climate impact of the Golar Tundra FSRU on the projected 25-year Snam operating horizon?

Golar Tundra is expected to be operational in 20 years. The emissions of the FSRU depend on the amount of LNG that is regasified. In the case of Golar Tundra, the expected move to Vado Ligure must also be taken into account. In 2023, the related emissions were 28 thousand tonnes (“kilotons”) of CO₂ equivalent (“eq.”).

Moreover, it should be emphasised that the impact on the climate was assessed during the Unified Authorisation phase and deemed negligible, as indicated in the Environmental Study Report.

18. What is the climate impact of the BW Singapore FSRU over the 20-year operating period envisaged by Snam?

The emissions of the FSRU depend on the amount of LNG that is regasified. In the case of BW Singapore, it must also be taken into account that the FSRU is not yet operational and that the related business operations have not yet been completed.

Moreover, it should be emphasised that the impact on the climate was assessed during the Unified Authorisation phase and deemed negligible, as indicated in the Environmental Study Report.

19. In particular, in the light of important changes in gas and energy market prices, has a comparative assessment been made, at current market prices, between network sections that “might be necessary” for the methanisation project and the possibility of switching to full electrification from renewable sources, thereby excluding the transition from coal to gas?

See the answer to question 12.

20. Has an assessment been made of the overall climate impact of the terminal in Porto Torres, the terminal's connection to the industrial areas and the transportation of liquid gas via gas tankers as part of the virtual pipeline project?

See the answer to question 12.

20.1. Has a comparative assessment been made of the entire Sardinian methanisation project as compared to the alternative of full electrification focused on the on-site production of renewable energy?

See the answer to question 12.

20.1.1. If so, can Snam publish an extract of the report and the conclusions it reached?

See the answer to question 12.

If not, why was it not conducted?

See the answer to question 12.

21. Has a new cost-benefit analysis been conducted, especially in light of rising costs and the increase in the price of gas compared to the original cost forecasts?

See the answer to question 12.

21.1. If not, is there any plan to carry out a new cost-benefit analysis on the overall methanisation project in Sardinia, and within what timeframe?

See the answer to question 12.

22. According to Ieefa's *LNG Demand and Capacity Outlook* study, future demand for liquid gas in 2030 will be steadily decreasing. The latest analysis of gas demand scenarios by the 1 Ecco Climate shows how the hypotheses of new investments in gas import infrastructure (the shift of the FSRU from Piombino to Vado Ligure, the Adriatic Line, the expansion of TAP, the on-shore terminals at Gioia Tauro and Porto Empedocle, and the Poseidon-Eastmed project) would only be “needed” for national energy security in the face of a national demand that remains high on volumes that are not consistent with either the 2030 climate targets or the Paris Agreement commitments. Furthermore, official data from the European Commission confirm the downward trend in gas demand in Europe, desirable to achieve the decarbonisation targets agreed upon in the Paris Agreement. However, Snam projections predict an increase in gas demand in the coming years.

22.1. What are the references used by Snam to define its future demand scenarios?

The scenarios elaborated jointly with the operator of the national electricity grid (Terna) take as a reference the European Climate Act (ref. EU Regulation 2021/1119), which enshrines the EU's goal of achieving climate neutrality ('Net Zero') by 2050 and the intermediate goal of reducing greenhouse gas emissions by at least 55% by 2030 compared to 1990 levels (the so-called "Fit-For-55" EU package).

22.2. What are the use forecasts of the infrastructure controlled by Snam for the years 2025, 2030, 2040, 2050?

The capacity of LNG national transmission and import infrastructures and their development in the 10-year plan are evaluated on contrasting demand and supply scenarios as defined within the Scenario Description Document that Snam develops jointly with the Italian electricity grid operator Terna and available on

the Snam website (<https://www.snam.it/it/i-nostri-business/trasporto/piani-decennali/piano-decennale-Snam-Rete-Gas/2023-2032.html>). Consequently, differentiated utilisation rates of the different infrastructures emerge, which are then verified and evaluated with the daily peak demands under different winter conditions.

22.3. What agreements are already in place about the allocation of import capacity for liquid gas from the United States?

See the answer to question 5.2.

22.3.1. For what years?

See the answer to question 5.2.

22.3.2. From which export plants in the US?

See the answer to question 5.2.

22.3.3. To which regasification terminals, among those controlled by Snam?

See the answer to question 5.2.

22.4. Do Snam or Snam's subsidiaries buy liquid gas directly from US terminals?

Snam purchases LNG for the sole purpose of commissioning new terminals through competitive auction procedures. The country of origin of the LNG is not information that is taken into account for the purposes of the procedure. The gas for the commissioning of the FSRU Golar Tundra was imported from Egypt in May 2023 (ship contracted for 166,000 cubic metres of LNG, of which only a portion was used for commissioning).

22.4.1. If yes, how much did they buy in 2022?

See the answer to question 22.4.

22.4.2. And in 2023?

See the answer to question 22.4.

22.4.3. And in Q1 2024?

See the answer to question 22.4.

23. What are total Snam emissions for the different businesses (transportation, storage, regasification) in 2020, 2021, 2022, 2023 and Q1 2024?

The required data is available in the Report on Operations - Integrated Report within the 2023 Consolidated Non-Financial Statement: more specifically, refer to Annex 4 "Performance Data and Indicators", page 439.

24. What are the reduction figures reported by Snam in 2020, 2021, 2022, 2023 and Q1 2024 for each business?

See the answer to question 23.

24.1. What are the specific reduction data for each of the assets under Snam's operational control, reported up to 2022 and for the same amount of gas transported, stored, regasified?

Due to the extent of Snam's network and the large number of assets under its control, it is impossible to report specific reduction figures for each asset. Furthermore, due to the high variability of flows and the infinite possible combinations of network operating conditions, which have a major impact on emissions even for the same quantities transported, it is impossible to report emissions for the same amount of gas transported. Snam's total direct emissions (Scope 1 and Scope 2) from 2020 to 2023 are given in the answers to question 23, to which we refer.

25. Which transmission network facilities, compressor stations, storage facilities, LNG plants are part of the Leak Detection and Repair (LDAR) programme for monitoring and controlling fugitive emissions?

The Leak Detection And Repair (“LDAR”) programme covers the main facilities of the transmission network, all compressor stations, all storage facilities, the Panigaglia LNG terminal and the Golar Tundra FRSU.

- 25.1. What are the data measured in 2020, 2021, 2022, 2023 and Q1 2024 for each plant?

Due to the extent of Snam's network and the large number of assets under its control, it is impossible to report specific reduction figures for each asset. The table shows the total fugitive methane emissions (i.e. methane emissions due to leakage from seals alone), monitored through the LDAR programme, for all Snam's assets, in the years 2020, 2021, 2022 and 2023, expressed in kilotons of CO₂ equivalent:

2020	2021	2022	2023
331.2	332.6	248.5	164.9

Values for Q1 2024 are not yet available.

26. The Gela-Malta pipeline has been included in the 5th list of 'Projects of Common Interest', under the name 'Interconnector (IT-MT Italian side) (TRA-N-1063)’.

- 26.1. What agreements have been signed with respect to the work?

At present, no agreements have been signed.

- 26.2. At what stage are the works relating to the reception terminal in Gela and the connection to the Italian transmission network?

At the moment, work has not started as no final investment decision has yet been made.

- 26.3. What is the timeline for construction of the pipeline?

The non-binding implementation date stated in the Ten-Year Plan is set for the year 2028, but this date is purely indicative and subject to the signing of specific agreements and the final investment decision, which do not exist at the moment, as well as the timing of any subsequent activities.

- 26.4. What binding contractual commitments has Snam subscribed regarding the project?

At present, no binding contractual commitments have been signed.

27. What is the final investment decision for the Matagiola-Massafra pipeline?

A final investment decision has not yet been made for the project, which is subject to the binding requests for incremental capacity that will be made on new or existing Entry Points in Apulia.

28. At what point are the adaptation/retrofitting works of the sections that according to Snam are “subject to replacement in 2021-25”?

**Ref. Rimini - Sansepolcro (DN 650-750)
Work commissioned in November 2022.**

**Ref. Ravenna - Chieti (DN 650)
Ravenna - Jesi: the main line is due to be commissioned by September 2024, while the reconnections/renovations are due to be commissioned by July 2025.**

**Jesi - Recanati DN 1050: in operation since December 2019.
Recanati - Chieti: the main line is due to be commissioned by September 2025, while the reconnections/renovations are due to be commissioned by October 2026.**

**Ref. San Salvo - Biccari (DN 650)
Work commissioned in December 2022.**

**Ref. Recanati - Foligno (Colfiorito) (DN 650)
Pending issuance of the Construction and Operating Authorisation by MASE.
The main work is due to be commissioned in June 2026, with the reconnection/renovations planned for February 2027.**

**Ref. Foligno (Colfiorito) – Gallese (DN 650)
EIA decree obtained. The Unified Authorisation application is expected to be submitted to MASE by 2024. The commissioning is planned for December 2027.**

**Ref. Sansepolcro - Terranuova (DN 750)
EIA decree obtained. The start of proceedings by MASE for issuance of the Construction and Operating Authorisation is pending. The main work is due to be commissioned in June 2027, with the reconnection/renovations planned for September 2027.**

**Ref. Alessandria - Turin (DN 750)
Commissioning planned in 2033.**

**Ref. Sansepolcro - Foligno (DN 400)
EIA decree obtained. The procedure for issuance of the Construction and Operating Authorisation carried out by the Tuscany and Umbria Regions is in the preliminary stage. The commissioning is planned for December 2028.**

**Ref. Ravenna Mare - Ravenna Terra (DN 650 and DN various)
Work commissioned in September 2023.**

**Ref. Campodarsego - Castelfranco (DN 300)
Work commissioned in May 2022.**

Ref. Pieve Soligo - S. Polo Salgareda (DN 300)
Work commissioned in May 2023.

Ref. Mestre - Trieste (DN 400)
Work commissioned in May 2023.

Ref. Sparacollo -Gagliano phase 1 (DN 400)
Work commissioned in December 2021.

Ref. Gagliano -Termini phase 2 (DN 400)
EIA decree obtained. The procedure for issuance of the Construction and Operating Authorisation is in the preliminary stage at the Sicilian Region. The commissioning is planned for July 2027.

28.1. What is the updated cost of the replacement/retrofitting works for the sections listed above?

Project	Total cost [m€] - Plan 2024	Year of Commissioning
Ravenna - Recanati section	422	2026
Recanati - Chieti section	558	2025
Various branches and connections	17	2025
Total Ravenna - Chieti (DN 650)	997	
San Salvo – Biccari (DN 650)	214	2022
Recanati – Foligno (DN 650)	283	2026
Foligno – Gallese (DN 650)	374	2027
Sansepolcro – Terranuova (DN 750)	165	2026
Alessandria – Turin (DN 750)	370	2033

28.2. Will Snam benefit from state aid to cover these works?
No.

28.2.1. If so, for how much?

See the answer to question 28.2.

28.3. Which other sections will undergo replacement/retrofitting?
In the 2023-2027 business plan, 2.1 billion euros of investments in replacements (for a total of 900 km of methane pipelines) are planned.

28.3.1. What are the costs and what is the timeline?
See the answer to question 28.1.

29. What is the progress of the “Adriatic backbone” project?
Sulmona power station 3 machines of 11 MW
Main public permits obtained.

Turbocharger contract signed in March 2024.

Work contract being awarded.

Work on preparatory activities started in March 2023. The main works are scheduled to start in July 2024 with commissioning in 2026.

Lifetime cost: 309 million euros.

Sulmona - Foligno methane pipeline DN 1200

Main public permits obtained.

Private permits in progress.

Work contract expected to be signed by October 2025.

Work is scheduled to start in October 2025 with commissioning in 2028.

Lifetime cost: 789 million euros.

Foligno - Sestino methane pipeline DN 1200

Main public permits obtained.

Private permits in progress.

Work contract expected to be signed by July 2025.

Work is scheduled to start in July 2025 with Commissioning in 2028.

Lifetime cost: 622 million euros.

Sestino - Minerbio methane pipeline DN 1200

Main public permits obtained.

Private permits acquired.

Work contract signed between March and April 2024.

Work started in April 2024 (lots 1, 2 and 3), while work on lots 4 and 5 will start no later than June 2024. Commissioning is planned for 2026.

Lifetime cost: 694 million euros.

29.1. What are the construction times and costs of each specific section?

See the answer to question 29.

29.2. How many and which compressor and booster stations are due to undergo replacement/retrofitting?

By 2032, retrofitting (installation of electric compressors) is planned in the following plants:

- **Malborghetto;**
- **Poggio Renatico;**
- **Messina;**
- **Settala;**
- **Minerbio Storage;**
- **Treste River;**
- **Gallese;**
- **Montesano;**
- **Terranuova Bracciolini;**
- **Sernano Storage;**
- **Ripalta;**
- **Cortemaggiore;**
- **Melizzano;**
- **Tarsia;**

- Enna;
- Istrana;
- Masera;
- Sabbioncello.

29.3. What is the updated cost of the works on each plant?

See the answer to question 29.

30. Are agreements relating to regulated remuneration in the hydrogen sector under discussion with the government and with regulatory bodies?

In April 2024, the *Hydrogen and decarbonised gas market package*, consisting of a directive and a regulation, was published in the Official Journal of the European Union, outlining at European level the measures needed to support the development of dedicated infrastructure and efficient markets. On this issue, ample room for decision-making is left to national institutions in the forthcoming transposition of the Directive.

30.1. If yes, what are the terms for regulated remuneration of hydrogen transport and storage?

See the answer to question 30.

30.2. What is the timeframe for the agreements coming into force?

The process of transposing EU directives into national legislation generally takes between 18 and 24 months.

31. Snam's investment plan for 2023-2027 mentions total investments for 11.5 billion euros. Of this, 10.3 billion are earmarked for sustainable infrastructure development and 1.2 billion for energy transition.

31.1. What does Snam mean by sustainable infrastructure development?

Sustainability is integrated into the company's strategy; logic and approach are applied both in the development and management of its infrastructure and its activities in general.

31.2. What is the technical definition adopted by Snam for "multi-molecule infrastructure"?

This is not a technical definition. Snam's ambition is to develop an energy infrastructure for a sustainable future, through repurposing and continuous modernisation of the network to accommodate increasing volumes of green molecules in the future, in accordance with the various regulatory provisions. It was outlined very clearly in the business plan presented to the market.

31.3. Can Snam make the sheet with the technical specifications of infrastructures suitable for the "multi-molecule" transport of natural gas, CO₂, hydrogen public?

See the answer to question 31.2.

32. Among the measures to reduce emissions from new gas pipelines and LNG terminals, Snam refers to the installation of electrically operated equipment instead of gas equipment.

32.1. How much electricity was used in 2023 by Snam for this purpose?

Snam accounts for all the various energy uses, including the industrial use of electricity of its infrastructures for gas service management, which also include these uses, which are marginal compared to the total electricity consumption for these assets (it should also be noted that in 2023, more than 60% of electricity consumption for gas infrastructure management will be certified renewable, a portion of which will be self-generated in photovoltaic plants at operating sites, and the goal is to quickly reach 100%).

32.1.1. Where does the electricity used for this purpose come from?

As mentioned, electricity consumption for these uses is absolutely marginal.

32.1.2. How was this energy produced?

As mentioned, electricity consumption for these uses is absolutely marginal.

33. Which sections of the Italian hydrogen backbone have been completed?

The hydrogen backbone right now is a project. No sections have yet been constructed but only hydrogen readiness certified for around 1500 km. In the 2023-2027 business plan, 20 million euros of investments were included relating to the engineering of this project, in order to identify the sections that can be retrofitted and those for which some new sections need to be built, as well as the works for full compliance with the relevant safety standards.

33.1. To transport what percentage of hydrogen?

Studies to date on existing gas pipelines have generally confirmed their potential capacity to transport up to 100% hydrogen

33.2. Which sections are still to be built?

See the answer to question 33.

33.2.1. To transport what percentage of hydrogen?

See the answer to question 33.1.

34. What contractual agreements are in place with the Austrian and German companies that are part of the “South H2Corridor” project?

SouthH2 Corridor is a project promoted by Snam, Trans Austria Gasleitung GmbH, Gas Connect Austria GmbH and Bayernets, who signed a Letter of Intent dated 14/02/2022 declaring to collaborate in the submission of Common Interest Project (PCI) applications for the EU with regard to individual H₂ transport projects by the various operators: Italian H₂ Backbone (Snam), H₂ Readiness of the TAG pipeline system (TAG), H₂ Backbone WAG + Penta-West (GCA), HyPipe Bavaria - The Hydrogen Hub (bayernets). It should be noted that these PCI applications were then made in December 2022 and the positive outcome of each was made official on 08/04/2024 with publication in the Official Journal of the EU.

In addition, Snam has signed memoranda of understanding and/or letters of intent with a number of production consortia that are developing large-scale projects (in the order of gigawatts) in Tunisia, including Austrian and German companies. For further information please visit <https://www.south2corridor.net/south2>

35. What were the estimates of methane gas consumption in Italy, according to Snam, for the years 2022 and 2023?

As a system operator, Snam is required to make and publish daily forecasts of the next day's gas redelivery. In 2022, the average daily deviation from the actual was 3.65%, while in 2023 it was 3.07%. On the other hand, annual consumption forecasts are updated quarterly, while forward-looking forecasts on a multi-year basis are revised every year as part of the scenario definitions developed jointly with Terna (see the answer to question 22). It should also be considered that for the System, the flow fed into the grid, which also considers the quantities returned to storage and exports, which in 2022 and 2023 amounted to 4.6 bcm and 2.6 bcm respectively, is more relevant.

35.1. What are the estimates for 2024, 2025, 2026?

The latest estimates foresee consumption for 2024 in line with 2023 and a partial recovery in consumption for the following years due to the normalisation of civil consumption and the recovery of industrial production and the thermoelectric sector, taking into account the expected development of renewable sources and energy efficiency, according to the trajectories of the decarbonisation prospective scenarios and resulting from the systematic comparisons with Terna on the trend of the national energy system in the short and long term (see the answer to question 22).

35.2. What are the estimates for 2030, 2040, 2050?

The reference scenarios are those reported in the 2023 Scenarios Description Document, available on the scenarios page (<https://www.snam.it/it/i-nostri-business/trasporto/piani-decennali/piano-decennale-Snam-Rete-Gas/2023-2032.html>) of the website www.snam.it

36. The Italian government's Mattei Plan mentions transporting green hydrogen from North Africa to Italy. And according to several official sources in Tunisia, the TTPC onshore pipeline and the TMPC offshore pipelines part of the TransMed system will be retrofitted by Snam to enable the transportation of green hydrogen.

36.1. Does Snam confirm the conversion of the TransMed pipeline system between Tunisia and Italy to permit hydrogen transportation?

Snam, as a 49.9% shareholder of SeaCorridor S.r.l., constantly monitors development opportunities in the field of hydrogen transport for SeaCorridor Group companies. To date, preliminary studies have been carried out and are still ongoing with the aim of assessing the possible conversion of the TransMed pipeline system and/or the construction of new sections for the transport of H₂ from a technical perspective. The conversion of these gas assets for the transport of H₂ from Tunisia will be subject to further future technical and commercial studies, as well as verification of the extent of the transport demand and transport rights with Tunisia.

36.1.1. If yes, what is the expected cost of retrofitting and other possible adaptations?
See the answer to question 36.1.

36.1.2. What is the expected time-frame for completing these actions?
See the answer to question 36.1.

36.2. What hydrogen percentage will the infrastructure be able to transport?

Studies carried out to date on existing gas pipelines have generally confirmed their potential capacity to transport up to 100% hydrogen.

36.3. Are these actions for which Snam expects to benefit from state aid?

No.

36.3.1. If so, for how much?

See the answer to question 36.3.

36.4. Does Snam benefit from CEF- Connecting Europe Facility funds for this project?

Not at present. The CEF-Energy programme finances studies and works for projects of common intra-European interest ("PCIs") and for projects of mutual interest with third countries ("PMIs"). If in the future the project is nominated and granted PMI status, it will be eligible to apply for funding from the CEF programme.

36.4.1. If yes, how much is the CEF funding?

See the answer to question 36.4.

36.4.2. What work is covered by CEF funding?

See the answer to question 36.4.

36.4.3. Is there any compensation for the Tunisian communities affected by the project?

The project is still at a preliminary study stage, so the manner in which it will be implemented and any local compensation or indemnification is unknown.

37. Will the conversion also concern the Algerian section of the TransMed system?

See the answer to question 36.1.

37.1. If yes, what is the expected cost of retrofitting and other possible adaptations?

See the answer to question 36.1.

37.2. What is the expected time-frame for completing these actions?

See the answer to question 36.1.

37.3. What hydrogen percentage will the infrastructure be able to transport?

Studies carried out to date on existing gas pipelines have generally confirmed their potential capacity to transport up to 100% hydrogen.

37.4. Are these actions for which Snam expects to benefit from state aid?

No.

37.4.1. If so, for how much? **See the answer to question 37.4.**

37.5. Does Snam benefit from CEF- Connecting Europe Facility funds for this project?

See the answer to question 36.4.

37.5.1. If yes, how much is the CEF funding?

See the answer to question 36.4.

37.6. What work is covered by CEF funding?

See the answer to question 36.4.

37.7. Is there any compensation for the Algerian communities affected by the project?

The project is still at a preliminary study stage, so the manner in which it will be implemented and any local compensation or indemnification is unknown.

38. Is Snam also planning to build a new hydrogen pipeline between Tunisia and Italy?

See the answer to question 36.1.

38.1. What is the start and end point of this hydrogen pipeline?

See the answer to question 36.1.

38.2. What hydrogen percentage will the infrastructure be able to transport?

Studies carried out to date on existing gas pipelines have generally confirmed their potential capacity to transport up to 100% hydrogen.

38.3. What are the costs expected for the investment?

See the answer to question 36.1.

38.4. Is this an investment where Snam expects to benefit from state aid?

No.

38.4.1. If so, for how much?

See the answer to question 38.4.

38.5. Is this an investment where Snam will benefit from CEF- Connecting Europe Facility funds?

See the answer to question 36.4.

38.5.1. If yes, how much is the CEF funding?

See the answer to question 36.4.

38.6. Which works will the CEF funding cover?

See the answer to question 36.4.

38.7. Is this project already authorised in Tunisia?

See the answer to question 36.1.

38.7.1. If the authorisation process has yet to start, when is it expected to start and when is it expected to end?

See the answer to question 36.1.

39. What are the agreements between Snam and the German partners developing and financing the main green hydrogen project in Tunisia, the H2VertTUN project?

Snam, to date, has no agreements in place concerning the H2VertTUN project.

40. In 2021, Snam discussed possible projects for the technical training of Tunisian students by the company with the Tunisian government.

40.1. Is Snam training Tunisian personnel?

The companies of the SeaCorridor group, in which Snam holds a 49.9% stake, employ a total of approximately 210 resources, more than 85% of whom are Tunisian nationals. Snam is transferring its sector know-how to these companies through a knowledge update plan divided into several training modules.

40.1.1. If yes, what for?

Updating the knowledge of local staff to sector best practices.

41. Snam and Hera's IdrogeMO project envisages the production of 400 tonnes of green hydrogen per year through the construction of a 6MW photovoltaic park connected to an electrolyser. However, as confirmed by the director of the Modena Agency for Energy and Sustainable Development (Aess), Piergabriele Andreoli, during a public meeting held in Modena on 19/10/2023, for a production of 400 tonnes per year, at least 21 MW of installed photovoltaic power would be needed and dedicated to this purpose alone.

41.1. Can Snam confirm how much green hydrogen can be produced from the energy generated by a 6 MW photovoltaic park?

A significant part of the hydrogen will be produced from energy obtained from the photovoltaic system. Full utilisation of the energy available on site will require an electrochemical storage (battery) to be connected to the electrolyser. The electrolyser will also be supplied with green energy via a power purchase agreement ('PPA') from the grid in order to enable optimal utilisation.

41.2. What are the Snam and Hera plans to reach the target of producing 400 tonnes of green hydrogen?

See the answer to question 41.1.

41.3. Does Snam agree that it might be misleading to speak of “green hydrogen” for the IdrogeMO project as it was presented by Snam and Hera?

No, it does not agree. The project involves the production of green hydrogen under the NRRP “Hydrogen Valley” tender.

41.4. Can Snam confirm what the final use of the so-called “green hydrogen” produced by the IdrogeMO project, detailing the quantities needed to decarbonise the local industrial fabric, and the quantities needed for public transport?

Several discussions are underway with various players in the local public transport sector in Emilia-Romagna. The maximum production expected from the electrolysis plant is 400 tonnes/year, a quantity that only partially contributes to decarbonising the entire industrial production of the Modena area and local public transport. The estimate of the quantities needed to decarbonise the industrial fabric and the quantities needed for public transport are not currently available.

41.4.1. Specifically, are we talking about public transport in Modena or in Bologna?

See the answer to question 41.4.

42. Are hydrogen production and/or storage projects planned?

Pending the transposition of the hydrogen and gas markets decarbonisation package, no production projects are currently planned. Snam is currently a partner in other

green hydrogen projects including in particular Hy2Infra in Apulia, where Snam's role is to convert a gas pipeline for H2 transmission.

42.1. If yes, where?

See the answer to question 42.

43. Are “green hydrogen” production and/or storage projects planned?

See the answer to question 42.

43.1. If yes, where?

See the answer to question 42.

44. What was the outcome of the market test used to decide on doubling the TAP pipeline?

On 10 April 2024, TAP, Snam Rete Gas S.p.A. and Hellenic Gas Transmission System Operator S.A. (DESFA) published the Demand Assessment Report (DAR) in relation to the incremental capacity procedure initiated on 3 July 2023.

The DAR concludes that, on the basis of the non-binding application guidance received, the Transmission System Operators (“TSOs”) will proceed to the next stage of the incremental capacity process and start the coordinated design phase, with the intention of publishing a draft project proposal for public consultation as per the preliminary timeline included in the DAR.

The TSOs are therefore proceeding with the necessary activities to make available to the market the incremental capacity of 1.2 billion cubic metres per year resulting from the first binding phase of the 2021 Market Test and in line with the guaranteed commitments. The 2023 Market Test is underway. Further information is available on the TAP company website (<https://www.tap-ag.it/>).

44.1. What is the forecast for use of the doubled pipeline by 2030?

The purpose of the market tests is to ensure full utilisation of the capacity made available by TAP in the different years, based on multi-year contracts with shippers. If, therefore, the future market tests to be carried out with the frequency agreed with the various regulators (with reference to which see the answer to question 44) highlight demand volumes corresponding to supply volumes such as to determine the opportunity of an expansion up to doubling the gas pipeline transport capacity, the company will make these investments with the guarantee of full use of the incremental capacity for a sufficient number of years to make the investment sustainable. At present, no decision has been made to expand capacity beyond what was indicated in answer to question 44 above.

44.2. By 2040?

See the answer to question 44.1.

44.3. By 2050?

2050 is not a scenario study year.

45. Does the gas arriving from the Tap pipeline come from countries other than Azerbaijan?

Commercial operators using TAP pipeline transportation services are not required to declare to Snam, and therefore do not declare, the origin of the gas injected at the

TAP pipeline entry point. Information on the origin of imported gas is made public by MASE.

45.1. What is the flow detail?

See the answer to question 45.

45.2. What is the outcome of TAP's verification of the possible transporting of hydrogen through the pipeline?

Recent studies developed by TAP have confirmed the gas pipeline's potential capacity to transport hydrogen and its mixtures, further analyses are still in progress.

45.2.1. What percentage of hydrogen are we talking about?

Studies carried out to date on existing gas pipelines have generally confirmed their potential capacity to transport up to 100% hydrogen.

46. How many m³ of gas transited on SRG from the Melendugno connection point in 2023? **In 2023, approximately 10 bcm of natural gas was injected at the Melendugno entry point.**

46.1. What are the forecasts for 2024?

For 2024, volumes are expected to be in line with 2023 values.

46.2. How many and what agreements are in place between Snam and Socar?

Snam does not currently have any direct agreements with SOCAR.

46.2.1. Can the areas be detailed?

See the answer to question 46.2.

46.2.2. Can reference years be defined for each agreement?

See the answer to question 46.2.

47. What are the outcomes of the February 2024 market test on hydrogen and CCS?

The results of the market test are not yet available as the test is still ongoing; in fact, it is possible to complete the market test until 5 May 2024, unless the deadline is extended at the request of those interested in participating.

48. Snam and Eni describe the Ravenna CCS project as phase 1 of a cross-border CO₂ transport, liquefaction and storage project (CALLISTO - CARbon LIquefaction transportation and STOrage - Mediterranean CO₂ Network project).

The CALLISTO project involves the creation of:

- **A dedicated CO₂ transport infrastructure in Italy connecting the industrial districts of Venice, Ferrara and Ravenna to the storage site in Ravenna**
- **a dedicated CO₂ transport infrastructure in France to collect industrial emissions from the Rhone valley;**
- **a hub at Fos - Marseille for the collection and liquefaction of volumes from the Rhone valley;**
- **a Ravenna hub to collect volumes from shipping. This work is part of the Ravenna CCS project;**

- a storage infrastructure, including a compressor station, at the Ravenna offshore deposits served by an adequate infrastructure. This work is part of the Ravenna CCS project.

The CALLISTO project envisages two phases:

- Phase 1: envisages the capture of a total of 3.6 million tonnes/year (“Mtpa”) of CO₂ over the period 2027-2032.
- Phase 2: envisages the capture of a total of 6.4 Mtpa of CO₂ over the period 2033-2050.

The Ravenna CCS project envisages:

- an initial phase, planned for 2024, provides for the capture of 25 thousand tonnes of CO₂ per year from Eni's natural gas treatment plant in Casalborgorsetti (Ravenna). Once captured, the CO₂ will be piped to the Porto Corsini Mare Ovest platform and finally injected into the depleted gas field of the same name, located offshore off the coast of Ravenna.
- in 2027, the industrial phase is planned, with the goal of storing up to 4 million tonnes of CO₂ per year and starting commercial operations. From 2030 onwards, the capacity of the deposits will allow the capacity to be increased to 16 million tonnes or more per year, depending on demand from users. In alignment with the development of storage capacity and demand, Snam will develop a dedicated CO₂ transport infrastructure.

48.1. What has been achieved so far in connection with the Ravenna CCS project?

The main technical interventions carried out so far concern the drilling of the injection well, the construction of the CO₂ capture plant at Casalborgorsetti, and the upgrading of the facilities for the injection of 25 thousand tonnes of CO₂ per year.

48.2. What does “stage 1” of the project consist of?

See the answer to question 48.

48.3. What is the time-frame for the implementation, completion of the pilot phase and the start of the commercial stage of the project?

See the answer to question 48.

48.4. What are the total costs?

Net investments of 350 million euros are planned in the 2023-2027 business plan.

48.5. What is “stage 2” of the project, expected to start in 2027?

See the answer to question 48.

48.6. What is the time-frame for the implementation and start-up of the commercial stage of the project?

See the answer to question 48.

48.7. What actions are planned in the Fos-Marseille area?

The planned interventions at Fos-Marseille include the construction of a liquefaction hub for CO₂ volumes and the construction of a dedicated CO₂ transport infrastructure in the Rhône valley, also by exploiting existing gas pipelines.

- 48.8. What infrastructures will be transporting CO₂ from Fos-Marseille to Ravenna offshore storage?
The CO₂ will be liquefied at the Fos-Marseille terminal and transported by ship to the Ravenna Hub. These activities are outside the scope of Snam but are coordinated by the French project sponsor Air Liquide.
- 48.9. Which industrial plants will “supply” the CO₂ to be stored in Ravenna?
A meeting is being held with the government to define the priority sectors. After this identification and definition of the regulatory framework, and the conclusion of the market survey, the first commercial contracts will be initiated.
- 48.10. What are the overall costs of stage 2?
Net investments of 350 million euros are planned in the 2023-2027 business plan to finance the initial development phase and the subsequent industrial phase.
- 48.11. How much CEF- Connecting Europe Facility funding will the CALLISTO project receive?
The project was included in the European Commission's PCI list and is therefore eligible for the CEF-Energy programme. The possible application for funds will be evaluated in the near future. The potential amount of funding is therefore not known at the moment.
- 48.12. Which of the partner companies is responsible for the technical design of the CALLISTO project?
The project co-ordinator is Air Liquide, the companies involved are responsible for the technical evaluations of their areas of expertise.
- 48.12.1. Which parts of project implementation are Snam's responsibility?
Snam's scope includes the development of onshore transport routes in the Po Valley, as well as the development of CO₂ storage and receiving infrastructure in a joint venture with Eni.
- 48.12.2. Which project implementation parts are Eni's responsibility?
The development of infrastructure for storing and receiving CO₂ volumes in a joint venture with Snam
- 48.12.3. Which project implementation parts are Air Liquide's responsibility?
Coordinator of the entire project Callisto.
- 48.13. Has a cost-benefit analysis been carried out on the project?
Yes.
- 48.13.1. If yes, with what outcome and where was it published?
The cost-benefit analysis, associated with CALLISTO's project, and the application documents were forwarded to the evaluation committee with a positive outcome.
49. Has a geological study been carried out in the Upper Adriatic region to check the risks associated with the injection of CO₂ into exhausted offshore wells?
The project envisages a first phase with an injection of up to 100 ktonnes of CO₂, which will be carried out in a single deposit level; subsequently, industrial development will involve some of the additional deposits, in a limited area of the Upper Adriatic. These

deposits have been used to date for the production of natural gas and have been in operation for several decades, during which time considerable amounts of information and data have been accumulated and used to construct the mineralogical characterisation and geochemical modelling study of the deposits concerned.

The project was authorised by the MASE in agreement with all the competent bodies, following the submission of applications accompanied by the necessary studies, and includes a complex Environmental Monitoring Plan to monitor and certify the safety of the CO₂ injection.

49.1. If yes, with what outcome and where was it published?

See the answer to question 49.

50. In May 2022, Snam and Enagas signed a Memorandum of Understanding for the construction of a gas pipeline between Spain and Italy. In 2023, Snam declared that the purpose of the MoU was to manage the production of a conceptual study on development of an offshore pipeline linking Spain and Italy.

50.1. What is the result of the conceptual study?

The project is not being studied and is not included in Snam's Ten-Year Development Plan.

50.2. In light of the technical, economic and commercial complexities reported by Snam in 2023, does Snam consider the project feasible?

See the answer to question 50.1.

50.2.1. If yes, what are the costs and what is the timeline?

See the answer to question 50.1.

51. How much gas was transported through the Ashkelon- Al Arish pipeline in 2021, 2022, 2023 and Q1 2024?

EMG's commercial operator does not publicly disclose information on the flows transported. The pipeline is capable of transporting about 5 bcm. The use, after an initial start-up phase, was in line with the available capacity. The events that occurred in October 2023 led to a temporary suspension of flows, which were restored as of November.

51.1. Who are the current shareholders of EMED, a co-shareholder with Snam of EMG-East Mediterranean Gas Company?

Based on available information, the shareholder structure of EMED Pipeline B.V., as of today, is as follows:

- 25% EMED Pipeline Holding Limited (100% owned by NewMed Energy);
- 25% Chevron Cyprus Limited;
- 50% Sphinx EG BV (100% owned by East Gas Company S.A.E.).

52. Is Snam interested in acquiring Edison?

No.

52.1. What will the purchase cost be?

See the answer to question 52.

53. Are more acquisitions planned for 2024?

At present, only the increase of the stake in Adriatic LNG from 7.3% to 30% is envisaged, for which procedures are underway to obtain the necessary regulatory authorisations, among others, as per the press release of 3 April 2024, while on 26 February 2024, Edison granted Snam the right to negotiate on an exclusive basis the purchase of 100% of Edison Stoccaggi's capital; this right expires on 15 June 2024.

53.1. During 2025?

No acquisitions are currently planned for 2025.

53.2. Were there any sales of Snam assets in 2023?

On 4 April 2023, Snam's indirect stake in Industrie De Nora S.p.A. was reduced by 4.20% for a sale consideration of approximately 144 million euros, bringing the shareholding to 21.59%.

53.3. Are any sales of assets of Snam or its subsidiaries planned during 2024?

No sales of the assets of Snam or its subsidiaries are currently planned, but enquiries have been made about interest in the stake held in Interconnector UK. Should the opportunity arise, it will be promptly communicated in accordance with the regulations in force.

53.4. Are any Snam asset sales or of its subsidiaries planned during 2025?

There are currently no plans to sell any assets of Snam or its subsidiaries, and in any case should the opportunity arise, it will be promptly communicated in accordance with applicable regulations.

54. Arbolia, a benefit company fully owned by Snam, planned to absorb 7,000 tonnes of CO₂ in 2022, projected over 20 years; a goal declared achieved with planting 66,000 plants.

54.1. How does Arbolia monitor the status of the projects it has contributed to?

In most cases, Arbolia is responsible for the maintenance of the projects in the first two years after planting, at the end of which time the forests are handed back to the municipalities. In order to respect the criteria of proximity to the projects and ensure the best knowledge of the territories, the Company has selected two suppliers for each of the 4 macro-areas into which it divided the country so it can work simultaneously with several partners in different areas of Italy.

54.2. How does Arbolia ensure that reforestation projects have a life-cycle of longer than 20 years?

See the answer to question 54.1.

54.3. How many of the reforestation projects carried out by Arbolia have a protection bond of more than 100 years?

See the answer to question 54.1.

54.4. Among services offered by Arbolia to institutions is maintenance in the first two years. Which external companies does Arbolia contract for this service?

Arbolia is directly responsible for maintenance activities, which are carried out with its own resources and, if necessary, by referring to external contractors and/or professionals.

- 54.5. How often does Arbolia monitor the status of projects initiated and publish data on the progress of each project?

For each project carried out by Arbolia, a summary sheet with all the key data is available on the company website. In maintenance years, monitoring takes place several times a year.

- 54.6. How many and which of Arbolia's projects needed plant replacement in the first two years of maintenance?

The replacement of plants is a common practice in urban forestation systems, also due to external factors (e.g. soil type, the presence of parasitic animals that damage plants, etc.). The handover to the municipalities includes an acceptance report certifying the good condition of the projects.

- 54.6.1. What is Arbolia's assessment of this?

See the answer to question 54.6.

- 54.7. Regarding Arbolia projects inserted in interstitial spaces, on the sides of large infrastructures (motorway, ring road, railway), cemented spaces or industrial plants, what is the ecological value of these projects according to Arbolia?

The ecological value of the projects is commonly measured on the important capacity of plants to generate CO₂ and PM10 sequestration, which varies depending on the tree species used and the site (area conditions, climate zone, etc.) The many ecosystem benefits that the neo-forest can provide are also to be considered, which are very important, especially for the so called “interstitial” spaces in urban and peri-urban areas, such as: noise or visual barriers, soil protection, stabilisation of slopes and escarpments, temperature reduction, protection and increase in biodiversity, regeneration of habitats for local fauna, recovery and renaturalisation of abandoned areas, generation of areas for social use, up to the possibility of phyto-purification.

- 54.7.1. What is the status of these projects two years after planting?

Please refer to the answer to questions 54.4 and 54.5.