



SAGAT S.p.A.

**2024 Annual Information
Document**

Introduction

In December 2023 the company SAGAT S.p.A., holder of the concession for the management of Turin Airport (hereinafter, “the Company”), opened its User Consultation Procedure concerning the proposed revision of airport fees for the period 2024-2027, in accordance with the Airport Fee Regulation Guideline (hereinafter, “Guideline”), as approved by the Transport Authority (hereinafter, "the ART") under Resolution No. 38/2023.

In compliance with art. 8.1.1 point 3 of the tariff model, the Company has published on its website the final proposal agreed at the Public Hearing held on 25 March 2024 with the airport Users and which has officially concluded the Consultation. The proposed tariffs came into force from 01/06/2024.

On 25 July 2024, with Resolution 108/2024, the Authority requested to adopt some corrective measures whose effects on 2024 – 2027 tariffs will be sent to the Users and the Authority and published on the website by 24 September 2024 as provided for in point 2 a) of the Resolution.

In compliance with the provisions of paragraph 8.2.1 of Guideline, the Company prepared this “Annual Information Document”, to provide Users of the Airport with the appropriate updates of the elements that contribute to the definition of the airport fees.

To this end, the Company published the Annual Information Document on its website on 31st July 2024, sent it to the ART with the information listed in paragraph 8.2.1, point 2, of Guideline 2, and specifically:

- a. possible updates of the timetable of investments recognized in the tariff, validated in technical terms by ENAC, for the remaining years of the tariff period starting from the current year;
- b. urgent investments, if any, not included in the Four-Year Plan but approved in technical terms by ENAC and to be implemented in the remaining years of the regulatory period;
- c. state of progress of the investments included by the Intervention Plan (with separate evidence of investments entered into operation and work in progress, all distinguished between amounts relating to airport, ancillary, incentive and non-pertinent activities) and the related timetable, with details:



- i. of what was finalized and validated in technical terms by ENAC in each year starting from the bridge Year and up to the year preceding the current one;
 - ii. than what was estimated by the manager Company for the current year, based on at least 6 months of actual data;
 - iii. of any update, based on what is indicated in letters a) and b), of what is foreseen ex ante for the remaining years of the regulatory period starting from the current year;
- d. update of the annual incremental level of management costs, with reference (i) to assets entered into operation in the year preceding the current one, (ii) upon the entry into force in the same year of legislative and/or regulatory contingencies foreseen ex ante, or of further contingencies not foreseen ex ante;
- e. updating/confirmation of the annual k and v fee parameters compared to the estimated ones of the regulatory period;
- f. level of quality and environmental PIs obtained in the previous year (2023), compared with the target levels set in the "Quality and Environmental Protection Plan" for the same year;
- g. preliminary 2024 balance for WLUs and service units consistently with the parameters adopted for the purposes of determining the unit level of rights;
- h. final 2023 WLUs and service units consistently with the parameters adopted for the purposes of determining the unit level of rights;
- i. gap between the preliminary value reported by the Company manager in the previous annual information document, and the final value, with reference to the year preceding the current one, regarding:
- i. progress of investments recognized in the tariff (as validated in technical terms by ENAC);
 - ii. management costs relating to the assets entered into operation;
 - iii. management costs relating to the entry into force of legislative and/or regulatory contingencies foreseen ex ante, or of further contingencies not foreseen ex ante;




- j. updated values of operating costs referred to in paragraph 10.1.2, point 3, due to the inflation update;
- k. calculation of fees for the subsequent year (2025);
- l. illustration of the treatment of the commercial margin (MC) referred to in paragraph 10.8;
- m. date of convocation of the public hearing.

This document also includes a specific section (paragraph n) on the Service Level Agreement agreed with the Users during the Consultation Period.

Documents for monitoring the status of the management company's compliance with its obligations under the Four-Year Investment Plan and the Quality and Environmental Protection Plan impacting parameters K, V and ϵ , were sent to ENAC for validation.

After the public hearing, the Company will submit the minutes of the hearing and the results of ENAC's validation of parameters K, V and ϵ to the Authority, providing evidence of any corrections applied to the fees.

- a. **Possible update of the timetable of investments recognized in the tariff, validated in technical terms by ENAC, for the remaining years of the tariff period starting from the current year**

Timetable of investments recognized in the tariffs and validated in technical terms by ENAC for the four-year period 2024-2027, shows a substantial alignment of the investments planned, with the following updates:

- ✓ the investment cod. 2.1.2. "Expansion of boarding areas and passport control areas in the north", in the category of airport use plans, following adjudication problems which led to a delay in the start of the main reference contract, will be completed in 2025 rather than in 2024;
- ✓ regarding networks and systems (code 4), the investment cod. 4.2.1. "Roofed and ground-mounted photovoltaic systems phase 1" will be brought forward to 2025 rather than being implemented in the initially planned executive period of 2026-2027; in fact, the related executive planning has been anticipated and is underway. At the same time, even balancing the amounts,



in the same category the investment code. 4.1.1 “Redevelopment of the main thermal power plant and district heating ring with high efficiency systems”, which is confirmed with the planned 2024 as regards the preparation of the pipes, will be postponed to 2026 (instead of the planned 2025-2026) as regards the redevelopment activities of the main thermal power plant;

- ✓ the replacement of the boarding bridge (code 7.1.2), postponed due to the events following the pandemic period, began with the commissioning of the first bridge at the end of the previous four-year reference period (2023); the installation of all 6 piers will take place in 2024;
- ✓ finally, it should be noted that for the replacement of the air treatment units of the passenger terminal (code 12.3.2) the start of the works is expected by the end of the current year and their completion is expected in 2025.

For all other 2024 categories, ongoing investments are substantially in line with the planned and validated ones, net of minimal possible deviations.

Even for the residual years, with the exception of the deviations highlighted above, there are currently no further updates and/or significant deviations to report.

b. Urgent investments, if any, not included in the Four-Year Plan but approved in technical terms by ENAC and to be implemented in the remaining years of the regulatory period

In this category, at the moment, there are no investments of an urgent and non-deferrable nature to report, approved in technical terms by ENAC but not yet recognized in the tariff, valid as they are carried out in the remaining years of the tariff period starting from the current year.

c. State of progress of the investments included by the Intervention Plan (with separate evidence of investments entered into operation and work in progress, all distinguished between amounts relating to airport, ancillary, incentive and non-pertinent activities) and the related timetable

In compliance with paragraph 8.2.1, letter 2 c) of Guidelines, the following table provides a summary of the progress status of the investments included in the Four-Year Plan for the years 2023-2024, which were funded by the Company with its own resources.



Please note that for 2023 values are those communicated to ENAC for monitoring purposes, even if the related outcome has not yet been received; 2024 values consist of the actual data as of 30 June 2024 and of the forecast of the remaining 6 months of the year.

Intervention plan code	Type of intervention	2023-2024 FORECASTING [000/€]			2023-2024 MONITORING [000/€]			Delta		
		2023	2024	Total 2023-2024	2023 (*)	2024 (**)	Total 2023-2024	2023	2024	Total 2023-2024
1	FLIGHT INFRASTRUCTURE INITIATIVES	0	360	360	2	270	272	2	-90	-88
2	TERMINAL WORK	395	2,300	2,695	213	1,355	1,568	-182	-945	-1,127
3	OTHER BUILDINGS	0	0	0	0	0	0	0	0	0
4	NETWORKS AND SYSTEMS	1,546	1,030	2,576	1,821	733	2,555	275	-297	-22
5	SYSTEMS OF ACCESS, INTERNAL ROADWAYS, PARKING	0	0	0	0	0	0	0	0	0
6	SECURITY	0	0	0	0	0	0	0	0	0
7	EXTRAORDINARY MAINTENANCE PLAN	4,180	1,766	5,946	2,200	3,800	6,000	-1,980	2,034	54
8	OTHER WORK	100	152	252	161	271	432	61	119	180
9	QUALITY PLAN	0	5	5	0	0	0	0	-5	-5
10	ENVIRONMENTAL PROTECTION PLAN	0	0	0	0	0	0	0	0	0
11	CARGO (ENAC PROJECT)	0	0	0	0	0	0	0	0	0
12	SUPPLIES	1,546	5,066	6,612	2,081	2,577	4,659	535	-2,488	-1,953
	Total	7,767	10,679	18,446	6,478	9,007	15,485	-1,289	-1,672	-2,961
<i>Of which</i>										
	Airport activities	6,406	9,248	15,654	4,762	7,781	12,543	-1,644	-1,467	-3,111
	Ancillary activities	752	901	1,653	1,420	836	2,256	668	-65	603
	Incentive activities	555	484	1,039	268	367	634	-287	-117	-405
	Not relevant activities	53	46	100	28	24	52	-25	-23	-48

As shown on the table, the Company estimates that it will invest, in the period 2023-2024, a total of approximately 15.5 million euros, amounting to approximately 2.9 million euros less than what was planned under the Four-Year Plan illustrated during the Consultation Period, This downsizing is to be attributed in particular to 2023, belonging to the previous four-year period, strongly influenced by the replanning of investments that occurred as a result of the Covid-19 pandemic, as well as by the subsequent difficulties in buying raw materials. The cumulated numbers of the two-year period (2023-2024) belonging both to the previous four-year period and the new one, sees a substantially balanced realignment of various investment categories between forecast and monitoring data, with particular reference to the categories of flight infrastructure, networks and systems and extraordinary maintenance plans and with some variations relating to other investment lines that concern:



2 – TERMINAL WORK: the difference of approximately 1.1 million euros is essentially linked to the aforementioned remodulation of investments on the 2023 year. For example, mention should be made of the slight postponement of the works relating to the redevelopment of a terminal area and the south boarding hall aimed to expand the space available at the non-Schengen gates and the temporal deferral of the restructuring and review of flows of the passenger terminal at level 10.93;

8 – OTHER WORK – in this category, it should be noted that the activities linked to the airport development plan (PSA) have resumed, and it is estimated that they will be substantially completed, remodulated and optimized for the 2032 horizon (technically approved in 2023 with ENAC Prot. 21/07/2023-0095894-P);

12 – SUPPLIES : the supplies which were given priority in the first part of the two-year period, mainly concerned the modernization of the fleet of equipment and vehicles with a view to environmental sustainability (in particular electric and hybrid vehicles) and investments to improve quality standards and efficiency in the security sectors and in various technological-operational areas. The difference in investments of 1.9 million euros is essentially linked to the replacement of the air treatment units of the passenger terminal, which although expected to be delivered by the end of the current year, will see its implementation completed in 2025.

The progress of investments included in the Intervention Plan is reported below for each reference year with separate evidence of the investments that are finished and the works in progress, all distinguished between amounts relating to airport, ancillary, incentive and non relevant activities.



Intervention plan code	Type of intervention	2023 FORECASTING [000/€]			2023 MONITORING [000/€]			GAP		
		2023	CAPEX	Work in progress	2023	CAPEX	Work in progress	Actual vs forecasted	CAPEX	Work in progress
1	FLIGHT INFRASTRUCTURE INITIATIVES	0	0	0	2	2	0	2	2	0
2	TERMINAL WORK	395	145	250	213	171	42	-182	26	-208
3	OTHER BUILDINGS	0	0	0	0	0	0	0	0	0
4	NETWORKS AND SYSTEMS	1,546	1,344	202	1,821	1,821	0	275	477	-202
5	SYSTEMS OF ACCESS, INTERNAL ROADWAYS, PARKING	0	0	0	0	0	0	0	0	0
6	SECURITY	0	0	0	0	0	0	0	0	0
7	EXTRAORDINARY MAINTENANCE PLAN	4,180	3,950	230	2,200	2,084	116	-1,980	-1,866	-114
8	OTHER WORK	100	0	100	161	42	119	61	42	19
9	QUALITY PLAN	0	0	0	0	0	0	0	0	0
10	ENVIRONMENTAL PROTECTION PLAN	0	0	0	0	0	0	0	0	0
11	CARGO (ENAC PROJECT)	0	0	0	0	0	0	0	0	0
12	SUPPLIES	1,546	1,546	0	2,081	2,078	3	535	532	3
Total		7,767	6,985	782	6,478	6,198	280	-1,289	-787	-502
<i>Of which</i>										
Airport activities		6,406	5,895	511	4,762	4,710	52	-1,644	-1,185	-460
Ancillary activities		752	489	263	1,420	1,193	226	668	704	-36
Incentive activities		555	548	7	268	267	1	-287	-282	-6
Not relevant activities		53	53	1	28	28	0	-25	-25	-1

Intervention plan code	Type of intervention	2024 FORECASTING [000/€]			2024 MONITORING [000/€]			GAP		
		2024	CAPEX	Work in progress	2024 (*)	CAPEX	Work in progress	Actual vs forecasted	CAPEX	Work in progress
1	FLIGHT INFRASTRUCTURE INITIATIVES	360	360	0	270	270	0	-90	-90	0
2	TERMINAL WORK	2,300	800	1,500	1,355	1,065	290	-945	266	-1,210
3	OTHER BUILDINGS	0	0	0	0	0	0	0	0	0
4	NETWORKS AND SYSTEMS	1,030	0	1,030	733	0	733	-297	0	-297
5	SYSTEMS OF ACCESS, INTERNAL ROADWAYS, PARKING	0	0	0	0	0	0	0	0	0
6	SECURITY	0	0	0	0	0	0	0	0	0
7	EXTRAORDINARY MAINTENANCE PLAN	1,766	1,346	420	3,800	3,800	0	2,034	2,454	-420
8	OTHER WORK	152	0	152	271	176	95	119	176	-57
9	QUALITY PLAN	5	5	0	0	0	0	-5	-5	0
10	ENVIRONMENTAL PROTECTION PLAN	0	0	0	0	0	0	0	0	0
11	CARGO (ENAC PROJECT)	0	0	0	0	0	0	0	0	0
12	SUPPLIES	5,066	5,066	0	2,577	2,552	25	-2,488	-2,513	25
Total		10,679	7,577	3,102	9,007	7,864	1,143	-1,672	287	-1,959
<i>Of which</i>										
Airport activities		9,248	6,479	2,769	7,781	7,027	754	-1,467	548	-2,015
Ancillary activities		901	694	208	836	481	355	-65	-213	148
Incentive activities		484	369	115	367	335	32	-117	-34	-83
Not relevant activities		46	35	11	24	22	2	-23	-14	-9

(*) Jan-Jun actual; Jul-Dec forecasting



- d. **Update of the annual incremental level of management costs, with reference (i) to assets entered into operation in the year preceding the current one, (ii) upon the entry into force in the same year of legislative and/or regulatory contingencies foreseen ex ante, or of further contingencies not foreseen ex ante**

No such types of costs appear to be present.

- e. **Updating/confirmation of the annual k and v fee parameters compared to the values defined on a forecast basis for the tariff period**

In compliance with paragraph 8.2.1, point 2 e) of Guideline, the table with the updates of parameter k for investments is shown below, followed by the table on updates of parameter v.

However, it should be noted that the value of parameter k reported below will be subject to subsequent updating in order to implement the provisions of ART Resolution no. 108/2024 of 25 July 2024. SAGAT will be responsible for illustrating these further variations in a specific explanatory document which will be sent to the User by 24 September, as provided for in point 2 a) of the Resolution.

In the two-year period 2023-2024 the Company, as indicated in par. c), recorded a lower investment value with respect to the Four-Year Plan; this resulted in a discontinuity in the "K" parameter shown below in the table.



Total regulated by legislative decree n. 1/2012

Year		2024	2025	2026	2027	
Unità di servizio	WLU	4,761,181	5,014,309	5,284,484	5,573,654	
K Parameter calculation						
Allowable costs per capex Year 1	[1]	€ 1,008,780	962,152	938,894	836,887	
Allowable costs per capex Year 2	[2]	€ 0	1,498,427	1,307,005	1,268,241	
Allowable costs per capex Year 3	[3]	€ 0	0	1,450,085	1,149,166	
Allowable costs per capex Year 4	[4]	€ 0	0	0	1,688,997	
Total eligible costs K pre monitoring	[5]	€ 1,008,780	2,460,579	3,695,984	4,943,290	
K monitoring adjustment 2024 (Recovered in 2025 in component V)	[6]		-156,086			
K dynamic variations in the 2024 monitoring period	[7]	€ 0	-249,395	-505,410	-449,144	
Total eligible costs K post monitoring	[8]	€ 1,008,780	2,211,184	3,190,574	4,494,146	
Tariff component K post monitoring	[9]	€/pax	0.21	0.44	0.60	0.81

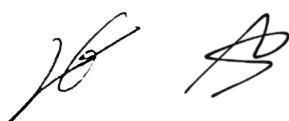
Note:

[5]=[1]+[2]+[3]+[4]

[6]: K component adjustment for 2024, recovered as per Resolution 38/2023 in 2025 in component V."

[8]=[5]+[7]

With reference to Parameter "V", the following table shows the impact of monitoring for the years 2023 and 2024, and the details of the individual related items linked to the entry into force of new legislative and/or regulatory provisions.



Total regulated by legislative decree n. 1/2012

Year			2024	2025	2026	2027
Unità di servizio	WLU		4,761,181	5,014,309	5,284,484	5,573,654
V Parameter calculation						
Cost discontinuity of the tariff V component	[1]	€	46,000	91,000	175,000	175,000
Fire Service L. n. 296/2006	[2]	€	753,261	770,586	788,309	806,440
Adjustment of previous years' rates	[3]	€	-142,756			
Total eligible costs V pre monitoring	[4]	€	656,505	861,586	963,309	981,440
K monitoring 2024 adjustment	[6]	€		-167,798		
V monitoring 2024 adjustment	[7]	€		-135,140		
Total monitoring 2024 adjustments	[8]	€		-302,938		
Variations in V dynamics in the 2024 monitoring period	[5]	€		-11,089	0	0
Total admitted costs V post monitoring	[9]	€	656,505	547,558	963,309	981,440
Tariff component V post monitoring	[10]	€/pax	0.14	0.11	0.18	0.18

Note:

[4]=[1]+[2]+[3]

[6]: Adjustments for components V and K for 2024, recovered as per Resolution 38/2023 in 2025 and increased by interest calculated in application of the nominal remuneration rate referred to in paragraph 10.5 of the Resolution.

[8]=[6]+[7]

[9]=[4]+[8]+[5]

Costs admitted under V Parameter	FORECAST	MONITORING	GAP	FORECAST	MONITORING	GAP
	2023	2023 (Actual)		2024	2024 (forecast updated)	
ENTRY/EXIT SYSTEM FACILITATOR	0	0	0	16	20	4
EMERGENCY POPILLIA JAPONICA - REMOVAL OF THE PLAN SPECIES	40	40	-1	40	25	-16
COLLECTION, TRANSPORT AND INCINERATION SERVICE OF FOOD WASTE FROM NON-EU FLIGHTS	6	4	-2	35	35	0
Total V Parameter	46	43	-3	91	80	-11

Entry/exit system facilitator: the economic value of the new service is in line with what was forecasted;

Popillia Japonica Emergency: the difference is due to the fact that, while massive pruning/uprooting was necessary in 2023, only maintenance investments will be necessary in 2024.

Collection, transport and incineration service of food waste from non-EU flights: the economic value related to the new service of collection, transport and incineration of food waste collected on board flights



from non-EU countries, provided for by the Directorial Decree of the UVAC PCF Piedmont and Valle d'Aosta and by the USMAF - SASN Lombardy, Piedmont and Valle d'Aosta of 02/08/2023, is in line with what was forecasted.

f. Level of quality and environmental PIs obtained in the previous year (2023), compared with the target levels set in the "Quality and Environmental Protection Plan" for the same year

The comparison between the final level of the quality and environment indicators in the year 2023 and the target values in the Quality and Environmental Protection Plan for the same year are shown below.

Quality indicators				Weight	2023 year	
					Target	Result
1	Quality supplied	Waiting time at security controls	Descending	15.0%	05:01	04:49
2	Quality supplied	Time until return of last bag upon arrival	Descending	5.0%	29:57	27:15
3	Quality perceived	Perceived level of cleanliness and functional efficiency of bathrooms	Increasing	10.0%	90.6%	90.8%
4	PRM - supplied	Waiting time aboard for PRMs to disembark after last passenger does	Descending	10.0%	04:05	03:47
5	PRM - perceived	Perceived accessibility and usability of airport infrastructures: parking facilities, intercoms to call for assistance, special rooms, bathroom facilities	Increasing	10.0%	94.2%	96.9%
6	Quality supplied	Wait for check-in	Descending	7.0%	05:00	02:03
7	ASQ	Overall satisfaction	Increasing	15.0%	3.90	4.07
8	ASQ	Ground transportation to/from airport	Increasing	8.0%	3.60	3.66
9	Technical	Level of use of automated border controls (e-Gates)	Increasing	10.0%	4.00%	44.71%
10	Technical	Availability of stations for recharging cell phones/laptops in public area	Descending	10.0%	357.1	169.0
Parametro q					1.000	



Environmental indicators				Weight	2023 year	
					Target	Result
1	New lighting systems replacing existing ones with low-energy-consumption equipment (led, fluorescent etc.)	Upgrading of lighting airside parking facilities Upgrading of lighting landside parking facilities Upgrading indoor lighting airport buildings	Descending	50.0%	0.57	0.56
2	Replacing existing vehicle pool with lower environmental-impact and reduced-emissions fuelled models (natural gas, bio-diesel, electric traction, hydrogen, hybrids)	Replacement of the diesel vehicles in the maintenance motor pool with electric models	Increasing	20.0%	42.00%	42.00%
3	Filter spaces at terminal entrances to reduce thermal dispersion	Installation revolving doors passenger terminal arrivals lobby	Increasing	10.0%	100.00%	100.00%
4	Training of personnel whose work can affect the environment in various ways	Training courses to heighten personnel's awareness of environmental issues	Increasing	10.0%	40.00%	96.00%
5	Energy Management System	Updating of Energy Management System to the ISO 50001:2018 standard and renewal of certification	Increasing	5.0%	100.00%	100.00%
6	Airport Carbon Accreditation	Accreditation at Level-2 – Optimisation of the ACA Protocol, with a three-year plan of improvement.	Increasing	5.0%	100.00%	100.00%
α Parameter					1.000	

The table below shows parameters q e α – in compliance with paragraph 10.11 of Guidelines, and the resulting value of parameter ϵ , which contribute to fix the new level of airport fees applicable as of 1st January 2025.

Parameter Q	[a]	1.000
Weight of parameter Q	[b]	50.00%
Parameter a	[c]	1.000
Weight of parameter a	[d]	50.00%
Parameter ϵ	$[a*b+c+d]/100*[e]$	1.00%

Please note that this reward will be applied directly to the final tariff proposal that will be sent to the Users by 24 September 2024, in accordance with the provisions of point 1 of ART Resolution n.108/2024 of 25 July 2024.



g. Preliminary 2024 balance for WLUs and service units consistently with the parameters adopted for the purposes of determining the unit level of rights

The forecast data for the current year 2024 are shown below.

			FORECASTED	MONITORING			GAP
			2024	Jan-Jun'24 Actual	Jul-Dec'24 Forecasted	2024 Forecasted	
FIGURES ON PLANNED TRAFFIC							
TOTAL PASSENGERS (arrivals+departures)			4,760,753	2,302,412	2,384,053	4,686,465	-1.6%
Commercial aviation	Low cost		3,456,159	1,615,816	1,743,745	3,359,561	-2.8%
	Other		1,296,860	682,962	636,368	1,319,330	1.7%
General aviation			7,734	3,634	3,940	7,574	-2.1%
PAYING PASSENGERS ORIGINATING FROM TURIN			2,375,068	1,149,520	1,192,026	2,341,546	-1.4%
Adults	Intra EU	Commercial aviat.	1,891,838	903,557	995,506	1,899,063	0.4%
		General aviat.	2,996	1,425	1,970	3,395	13.3%
	Extra EU	Commercial aviat.	361,020	188,219	158,849	347,068	-3.9%
		General aviat.	600	530		530	-11.7%
Children	Intra EU	Commercial aviat.	99,508	41,000	30,789	71,789	-27.9%
		General aviat.	69	8		8	-88.4%
	Extra EU	Commercial aviat.	18,989	14,779	4,913	19,692	3.7%
		General aviat.	48	2		2	-95.8%
DIRECT-TRANSIT PASSENGERS			0	3,000	4,001	7,001	100.0%
TOTAL MOVEMENTS (arrivals+departures)			45,438	22,036	22,074	44,110	-2.9%
TOTAL TONNAGE (arriving+departing)			2,390,118	1,117,532	1,138,382	2,255,914	-5.6%
Up to 25 tons	Commercial aviat.		898,664	413,800	441,533	855,333	-4.8%
	General aviat.		74,162	33,794	31,786	65,580	-11.6%
> 25 tons	Commercial aviat.		1,407,561	662,986	665,063	1,328,049	-5.6%
	General aviat.		9,731	6,952		6,952	-28.6%
AIR CARGO	100's of kilos		428	166	166	332	-22.4%
MAIL	tons		0	0		0	0.0%
WLU			4,761,181	2,302,578	2,384,219	4,686,797	-1.6%



h. Final 2023 WLUs and service units consistently with the parameters adopted for the purposes of determining the unit level of rights

The final data for the previous year 2023 are shown below.

		FORECASTED	MONITORING	GAP	
		2023	2023	2023	
FIGURES ON PLANNED TRAFFIC					
TOTAL PASSENGERS (arrivals+departures)		4,523,147	4,526,105	0.1%	
Commercial aviation	Low cost	3,317,056	3,318,671	0.0%	
	Other	1,198,439	1,200,030	0.1%	
General aviation		7,652	7,404	-3.2%	
PAYING PASSENGERS ORIGINATING FROM TURIN		2,260,961	2,258,745	-0.1%	
Adults	Intra EU	Commercial aviat.	1,819,291	1,836,260	0.9%
		General aviat.	2,965	2,812	-5.2%
	Extra EU	Commercial aviat.	319,491	314,002	-1.7%
		General aviat.	600	653	8.8%
Children	Intra EU	Commercial aviat.	99,508	82,470	-17.1%
		General aviat.	69	54	-21.7%
	Extra EU	Commercial aviat.	18,989	22,472	18.3%
		General aviat.	48	22	-54.2%
DIRECT-TRANSIT PASSENGERS		0	5,080	100.0%	
TOTAL MOVEMENTS (arrivals+departures)		45,438	43,306	-4.7%	
TOTAL TONNAGE (arriving+departing)		2,252,043	2,204,053	-2.1%	
Up to 25 tons	Commercial aviat.	849,052	825,925	-2.7%	
	General aviat.	73,973	70,351	-4.9%	
> 25 tons	Commercial aviat.	1,319,311	1,296,928	-1.7%	
	General aviat.	9,707	10,849	11.8%	
AIR CARGO	100's of kilos	390	746	91.5%	
MAIL	tons	0	0	0.0%	
WLU		4,523,537	4,526,851	0.1%	



- i. Gap between the preliminary value reported by the Company manager in the previous annual information document, and the final value, with reference to the year preceding the current one

Below is shown the detail of the gap between the preliminary value illustrated during the 2023 annual consultation and what was actually accounted for in the 2023 in relation to the investments recognized in the tariff (as validated in a technical line by ENAC) and management costs related to the entry into force of legislative and/or regulatory contingencies foreseen ex ante.

Intervention plan code	Type of intervention	2023 FORECASTING Annual Consultation on 25/10/23 [000/€]	2023 ENAC MONITORING data [000/€]	GAP
		2023	2023	Actual vs forecasted
1	FLIGHT INFRASTRUCTURE INITIATIVES	0	2	2
2	TERMINAL WORK	395	213	-182
3	OTHER BUILDINGS	0	0	0
4	NETWORKS AND SYSTEMS	1,546	1,821	275
5	SYSTEMS OF ACCESS, INTERNAL ROADWAYS, PARKING	0	0	0
6	SECURITY	0	0	0
7	EXTRAORDINARY MAINTENANCE PLAN	4,180	2,200	-1,980
8	OTHER WORK	100	161	61
9	QUALITY PLAN	0	0	0
10	ENVIRONMENTAL PROTECTION PLAN	0	0	0
11	CARGO (ENAC PROJECT)	0	0	0
12	SUPPLIES	1,546	2,081	535
Totale		7,767	6,478	-1,289

Type of incremental costs deriving from legal or regulatory provisions	2023 FORECASTING Annual Consultation on 25/10/23 [000/€]	2023 ENAC MONITORING data [000/€]	GAP
EASA - Aerodrome Operations Engineering	40	43	3
Cyber security	47	40	-7
Security management system	67	65	-2
E-Gate facilitator	97	84	-13
NEW EES facilitator (Entry/Exit System)	0	0	0
Operating costs due to Covid-19 emergency	18	18	0
Total	269	250	-19



j. Updated values of operating costs referred to in paragraph 10.1.2, point 3, due to the inflation update

The trend of operating costs relating to the tariff dynamics shared at the Hearing on 25 March 2024 and what resulted updating the expected inflation for the period 2025-2027 with the resulting value of 1.10% from the DEF of April 2024, is shown in the table below.

Year		2024	2025	2026	2027
Pre-monitoring programmed inflation	%	2.30%	2.30%	2.30%	2.30%
Total Opex pre monitoring	€	30,165,049	31,233,011	32,366,589	33,572,771
Post-monitoring programmed inflation	%	2.30%	1.10%	1.10%	1.10%
Total Opex post monitoring	€	30,165,049	30,864,480	31,607,282	32,398,322
Delta Opex	€	0	-368,531	-759,307	-1,174,449

k. Calculation of fees for the subsequent year (2025)

Please note that the tariff level set out below represents exclusively the theoretical update of the tariff base already shared with the Users in the Hearing of 25 March 2024 only with the variables subject to annual monitoring represented in this document, with the exception of the parameter ϵ .

The charges that will be effectively applied from 1 January 2025 will incorporate, in addition to the variables set out in this document, also the corrective measures imposed by the Authority with resolution 108/2024 of 25 July 2024.

The resulting final charges will be sent to the Users and the Authority and published on the site by 24 September 2024 as provided for in point 2 a) of ART Resolution n.108/2024 of 25 July 2024.



2025 running charges table

Product	Tariff	2025 Hearing 25th March 2024	2025 Annual monitoring update	GAP
Total	Total €/Pax	9.01	8.89	-0.12
Boarding passengers	€/depax (weighted average)	10.67	10.50	-0.17
	€/pax Departing EU adults	9.71	9.55	-0.16
	€/pax Departing EU childrens	4.85	4.77	-0.08
	€/pax Departing extra EU adults	17.03	16.76	-0.27
	€/pax Departing extra EU childrens	8.54	8.40	-0.14
SUMMER loading and take off	€/ton (weighted average)	1.70	1.70	0.00
	€/ton up to 25 Tons	1.60	1.60	0.00
	€/ton > 25 Tons	1.78	1.78	0.00
WINTER loading and take off	€/ton (weighted average)	2.64	2.63	-0.01
	€/ton up to 25 Tons	2.48	2.47	-0.01
	€/ton > 25 Tons	2.76	2.74	-0.01
Parking fees	€/ton per parking hour	0.49	0.49	-0.01
Cargo	€/kg	0.02	0.02	0.00
Passenger security	€/pax Departing	2.25	2.22	-0.03
Luggages security	€/pax Departing	1.22	1.20	-0.02
400 Hz	€/turn-around	122.76	121.07	-1.69
Check-in desks	€/hour/year of utilization (weighted average)	14.83	14.63	-0.20
	€/hour/year of utilization B-C (5-10 e 15-20)	19.56	19.29	-0.27
	€/hour/year of utilization B-C (10-15 e after 20)	15.51	15.30	-0.21
	€/year yearly tariff B-C	34,362.76	33,888.33	-474.43
	€/hour/year of utilization A-D-R (5-10 e 15-20)	13.48	13.29	-0.19
	€/hour/year of utilization A-D-R (10-15 e after 20)	10.78	10.63	-0.15
	€/year yearly tariff A-D-R	24,597.79	24,258.18	-339.61
Service areas	€/sqm (weighted average)	28.82	27.41	-1.41
	€/sqm Terminal Offices	36.21	22.96	-13.25
	€/sqm Cargo Offices	26.56	16.84	-9.72
	€/sqm General aviation Offices	150.00	150.00	0.00
	€/sqm Technical roos	68.17	68.17	0.00
	€/sqm Changing rooms	15.07	9.55	-5.51
	€/sqm Covered operating areas	7.93	5.03	-2.90
	€/sqm Uncovered operating areas	2.38	1.51	-0.87
	€/sqm Hangar	40.00	40.00	0.00
Fueling	€/lt	0.01	0.01	0.00
Bridges	€/hour	173.91	171.51	-2.40



1. Illustration of the treatment of the commercial margin (MC) referred to in paragraph 10.8

The commercial margin (CM), generated by ancillary activities, is determined by the difference between the sum of revenues and costs deriving from those activities, as highlighted in the regulatory accounting tables. The following are included among the ancillary activities:

- ✓ Groundhandling services carried out under the regime of competition;
- ✓ Ancillary activities provided directly by the Airport Managing Company (food & beverage, retail and other ancillary activities);
- ✓ Ancillary activities granted on sub-concession to third parties (food & beverage, retail, offices and other premises and other ancillary activities);
- ✓ Advertising;
- ✓ Car parks.

The CM resulting from the 2023 certified regulatory accounting data amounts to 14.5 million euros (as reported in the following Table) and it was entirely intended to cover costs linked to activities other than airport ones and those linked to ancillary activities.

ITEM	REGULATORY 2023 AMOUT
COMMERCIAL REVENUES	30,124,202
REGULATORY COSTS ANCILLARY ACTIVITIES INCLUDING REMUNERATION	15,704,294
COMMERCIAL MARGIN (CM)	14,419,908

Having fulfilled the reporting obligations and the transparency criteria indicated in paragraph 10.8, point 4 of Model A, the Airport Managing Company proposes to value the CM component at 0.



m. Date of convocation of the public hearing

In compliance with paragraph 8.2,1 point 2 m) of Guidelines, the Public Hearing is scheduled on 16 October 2024 at 11:00 am, at the registered office of the company SAGAT S.p.A., Strada San Maurizio, 12 -10072 Caselle Torinese – Room E.

The annual hearing can also be followed via web.

In the same hearing, an agreement will also be acquired on the effects of the provisions of ART Resolution 108/2024.

n. Monitoring of the Service Level Agreement

The figures gathered during the period January-June 2024 regarding the services performed by the Company and contemplated under the Service Level Agreement shared with the Users at the hearing held on the date of 25 March 2024 are shown below.

Driver	Base unit	Out of performance flights
1 Baggage Handling System failure	Flight delayed with code 87 > 15min	21
2 Mishandled baggage due to Baggage Handling System failure	Flight with more than 20 left-behind baggage due to BHS failure	7
3 CUTE System incl. gate readers and doors	Flight delayed with code 55 or 58 > 15min	None
4 Waiting time for security controls	Flight delayed with code 85 due to security controls in charge of Airport Authority > 15min	None
5 Fixed Electrical Power (FEP 400Hz)	Flight not connected to FEP due to its failure	None SAGAT provides a free-of-charge mobile Ground Power Unit to be used in case of FEP failures
6 Jet Bridges	Flight not connected to jet bridge due to its failure	3



7	Jet Bridges including FEP and ACU	Flight delayed with code 87 due to jet bridge failure (incl. FEP and ACU) > 15min	None
8	Safety – FOD	Certified aircraft damage by FOD at station	None
9	Safety – Birdstrike	Certified aircraft damage by birdstrike within airport under 300ft AGL	None
10	PRM passengers	Flight delayed with code 19 due to PRM service delay when assistance was correctly notified by carrier > 15min	9

Driver 1 and 2

Regarding the performance of driver 1 and the cases of left-behind baggage highlighted in the table, it is specified that on 21 January 2024 there was a stop of the BHS system due to an electricity blackout by the supplier.

Driver 5

In relation to the 400Hz and ACU (Air Conditioning Unit) systems, since 1 August 2017 the Company has a mobile GPU and a mobile ACU to guarantee airport users 100% continuity of service in the event of equipment failures.

Driver 6

The replacement of the boarding bridge is nearing completion.

Driver 8

In February 2024, on a newly arrived aircraft, ground staff detected damage to a landing gear tire; the subsequent checks did not reveal elements such as to attribute the event to Turin Airport. The damage reported was however judged to be minor by the aircraft crew, and had no effect on the punctuality of the flight.

