MATUETÉ CLIMATE PLAN 2026–2030

Measure • Reduce • Regenerate • Collaborate • Finance

1. Starting point

Matueté carried out its first structured cycle of greenhouse gas (GHG) emissions quantification in 2025, using the GHG Protocol as its methodological framework and complementary technical references where necessary.

Scopes 1 and 2 were assessed and considered not applicable for the period, taking into account the company's business model. In Scope 1, no sources of direct emissions under Matueté's operational control were identified, as the company does not have its own fleet, equipment powered by fossil fuels or industrial processes. In Scope 2, the company operates predominantly on a home-office basis and occasionally uses coworking spaces, with no premises of its own or direct contracting of electricity.

The 2025 inventory accounted for **13,308.98 tCO2e in Scope 3**, distributed as follows:

- **13,127.65 tCO2e:** emissions related to clients' travel, mainly commercial flights, private charters and transfers.
- **162.91 tCO2e:** employees' business travel.
- **18.42 tCO2e:** employees' commuting.

The survey still represents partial coverage of Scope 3, as accommodation, boats, experiences and part of the transfers have not been fully incorporated. The methodologies, assumptions, emission factors, limitations and evidence are documented in the *2025 GHG Inventory Traceability Guide – Matueté*.

Accordingly, **2025 constitutes the initial baseline of the 2026–2030 Climate Plan**. Matueté will seek to progressively expand the coverage of the inventory, improve the quality of the data and reduce dependence on estimates, prioritising emissions reduction actions where it has the capacity to influence, the engagement of suppliers and support for environmental conservation and the development of local communities.

2. Principles of the plan

- Continuous improvement: gradually increase inventory coverage and replace proxies with primary data.
- Intensity beyond absolute volume: monitor indicators such as kg CO_2e per passenger/day to allow comparison even as the operation grows.
- Influence over the chain: prioritise suppliers and product decisions in which Matueté is able to bring about change.
- Climate and biodiversity in an integrated way: combine decarbonisation, conservation, communities and destination resilience.
- Transparency: clearly distinguish between emissions reduction, climate contribution and any offsetting through carbon credits.

3. MEASURE - Understanding and expanding the footprint

Consolidate the 2025 GHG inventory and progressively expand its scope, taking into account Scopes 1, 2 and 3. The priority will be to improve the quality of data from the sources already accounted for in Scope 3,

especially transfers and private charters, and to gradually incorporate other relevant sources, such as accommodation, boats, events and activities. In parallel, assess and incorporate Scope 1 and 2 emissions, according to their applicability and the availability of data.

Indicators

- GHG emissions by scope (1, 2 and 3) and annual total (Tco2e/year).
- kg CO2e per trip.
- % of material Scope 3 sources included.
- % of primary data versus estimates.

4. REDUCE - Acting where Matueté has influence

Reduction should focus on efficiency and trip design, without immediately setting a target that does not yet have a comparable baseline. Matueté should identify the largest emitters and test reduction opportunities, such as appropriate vehicle sizing, route improvement, reduction of unnecessary journeys, choice of more efficient suppliers and transport alternatives where these are operationally viable and consistent with the client experience.

After comparable inventory cycles, the company may set a quantitative target for reducing emissions intensity, preferably in kg CO2 e per passenger/day.

Indicators

- Carbon intensity per trip.
- No. of efficiency actions incorporated into products and operations.
- No. and % of priority suppliers with climate data or practices.
- Evolution of emissions intensity after the comparable baseline has been established.

5. REGENERATE - Conserving nature and strengthening destinations

Matueté's climate strategy should not be limited to carbon. Tourism depends directly on the conservation of ecosystems and the resilience of communities. The company intends to link its growth to supporting socio-environmental initiatives in the destinations where it operates.

Actions already under way include support for Olhos d'Água, in the Serra da Capivara, and for Lençóis Limpo, in the Lençóis Maranhenses; the presence of Onçafari in the travel chain in the Pantanal; and a study on supporting the Fundação Almerindo Malaquias (FAM), in the Amazon, focusing on the education of Indigenous and riverside communities. Partnerships linked to the Atlantic Forest and structured projects by hotels, lodges and experiences may also be assessed.

Indicators

- No. of socio-environmental projects supported.
- R$ invested by Matueté and R$ mobilised through bookings.
- No. of partner hotels/lodges with conservation programmes.
- No. of communities and local initiatives benefited.
- R$ directed to local suppliers and professionals and, where possible, % of spending that remains in the destination.

6. COLLABORATE - Engaging suppliers, team and clients

Since most emissions lie in the value chain, the progress of the plan depends on the engagement of hotels, transport providers, charter companies, boats, experiences and other partners. Matueté should prioritise suppliers by volume and environmental relevance and create a simple, evolving assessment that is not automatically exclusionary.

- Map priority suppliers.
- Assess information on emissions, energy, fuel, water, waste, conservation and social practices.
- Progressively request primary data, especially mileage/fuel for transfers and fuel/block hours for private charters.
- Train the Product, Operations and Sales teams to incorporate climate criteria into their decisions.
- Launch the Matueté Conscious Travel Guide and present projects linked to the destinations visited.

MATUETÉ IMPACT COLLECTION - Giving visibility to those already generating positive impact

Create the Matueté Impact Collection, a curated selection of hotels, lodges, boats and experiences in the Matueté chain that demonstrate consistent positive-impact practices. The selection should consider three dimensions: climate, conservation and communities, assessing criteria such as emissions measurement and reduction, energy, water, waste, biodiversity protection, local income generation, cultural appreciation and socio-environmental projects.

The collection will not be merely a commercial label. The aim is to identify good practices, give visibility to partners who have already made progress on this agenda, create benchmarks for the chain and help Product, Sales and clients recognise options with a positive impact on destinations.

Indicators

- No. of bookings using partners from the collection.
- % of partners in the collection with measurable actions on climate, conservation and/or communities.
- No. of hotels, lodges, boats and experiences included in the collection.
- No. of partners assessed for the Matueté Impact Collection.

7. RESILIENCE - Strengthening destinations, communities and the operation

Monitor the impacts of climate change on the destinations where we operate, considering their effects on local communities, ecosystems and tourism activity, regardless of whether trips are under way. In collaboration with local operators and partners, seek to understand the main vulnerabilities of the territories and identify opportunities for prevention, adaptation and support for communities and the environment, as well as improving the operation's capacity to respond.

Indicators

- No. of destinations or partners with which climate awareness, prevention or adaptation actions have been developed.
- No. of initiatives supporting communities and territories affected by climate events.
- No. of protocols or operational improvements implemented based on the risks and lessons identified.

8. FINANCE - Mobilising resources for climate action and conservation

Matueté will adopt an institutional contribution per passenger, per booking, of USD 25 for international clients and BRL 50 for Brazilian clients, allocated to carbon emissions offsetting and to the financing of socio-environmental projects.

The funds will be distributed as follows:

- 40% for carbon offsetting: USD 10 per international passenger or BRL 20 per Brazilian passenger.
- 60% for socio-environmental projects: USD 15 per international passenger or BRL 30 per Brazilian passenger, allocated to initiatives in conservation, biodiversity, education, community strengthening and local development, prioritising territories relevant to Matueté's operations.

The aim of the contribution will be to combine climate responsibility with positive socio-environmental impact.

Indicators

- % of passengers for whom the institutional contribution has been made, distinguishing between international (USD 25) and Brazilian (BRL 50) clients.
- Total funds mobilised (USD and BRL), broken down between carbon offsetting and socio-environmental projects.
- Distribution of funds by project, destination and area of impact.
- tCO_2e actually offset by carbon credits.
- % of contributions with traceability and supporting evidence available.

Note: the contribution allocated to offsetting does not necessarily mean full offsetting of the emissions of each trip. This equivalence will depend on the quantity of credits actually purchased and retired.

9. Targets 2026–2030

Matueté has established 2025 as the base year of its Greenhouse Gas (GHG) inventory, prepared in accordance with the GHG Protocol guidelines.

Scope 1 – Direct emissions: assessed and considered not applicable, as the company does not have its own fleet, equipment that uses fossil fuels or other sources of direct emissions under its operational control (Exclusion Document).

Scope 2 – Purchased energy: assessed and considered not applicable, as Matueté operates predominantly on a remote-working basis and occasionally uses coworking spaces, with no premises or electricity contracts under its operational control.

Scope 3 – Indirect value chain emissions: 13,308.98 tCO2 e were accounted for in 2025, considering the sources measured in this first stage, mainly commercial air travel, private charters, transfers, business travel and employee commuting.

The inventory constitutes the initial reference for monitoring the 2026–2030 climate targets. Its scope will be progressively expanded to incorporate other relevant sources, such as accommodation, boats and tourism experiences, improving data quality and the comparability of results over the years.

Period	Priorities
2026 — Baseline	Consolidate the 2025 inventory; document methodology, assumptions, evidence and limitations; review the applicability of Scopes 1 and 2 and identify opportunities to expand Scope 3; assess tools for calculating emissions per trip; structure the criteria, governance and allocation of the institutional contribution of USD 25 per international passenger or BRL 50 per Brazilian passenger.
2027 — Structure and expand	Incorporate accommodation into the inventory; map priority suppliers and begin socio-environmental assessment and primary data collection, and create the criteria and launch the Matueté Impact Collection; identify opportunities to support communities and territories vulnerable to climate change, in collaboration with local partners; implement the institutional contribution, allocating 40% to carbon offsetting and 60% to socio-environmental projects, with traceability of funds; launch the Matueté Conscious Travel Guide and test estimates of emissions per trip.
2028 — Integrate and reduce	Expand measurement to boats, activities and other relevant sources; incorporate climate and socio-environmental criteria into supplier and product decisions; develop climate adaptation guidelines and protocols, taking into account the operation, territories and communities; increase the number of bookings with emissions calculations; monitor the funds mobilised and the results of the projects supported; assess a quantitative target for reducing carbon intensity, according to the availability of comparable data.
2029–2030 — Consolidate and report	Expand the coverage and quality of Scope 3 data, prioritising primary data; periodically review the applicability of Scopes 1 and 2; monitor the evolution of emissions and carbon intensity; strengthen conservation, climate adaptation and local development partnerships; expand the Matueté Impact Collection; assess the results of the socio-environmental projects; publish the evolution of the main indicators and set future targets based on a more robust baseline.

10. Governance and transparency

The plan will be reviewed annually. Progress should be monitored through indicators on the inventory, intensity, suppliers, climate risks, projects and resources mobilised. In the first few years, the expansion of Scope 3 coverage may increase reported absolute emissions without necessarily representing a deterioration in climate performance; for this reason, coverage, data quality and intensity should be analysed together.

11. Approach references

The structure of Matueté's Climate Plan takes into account the GHG Protocol guidelines and good practices in the tourism sector, particularly in relation to emissions measurement, the definition of carbon intensity indicators, the socio-environmental assessment of suppliers and the integration of climate, conservation and the development of local communities.

Approaches to financing positive impact per passenger, combining carbon offsetting and support for socio-environmental projects, were also considered. These references guide the construction of a strategy adapted to Matueté's business model, with a focus on transparency, traceability and continuous improvement.