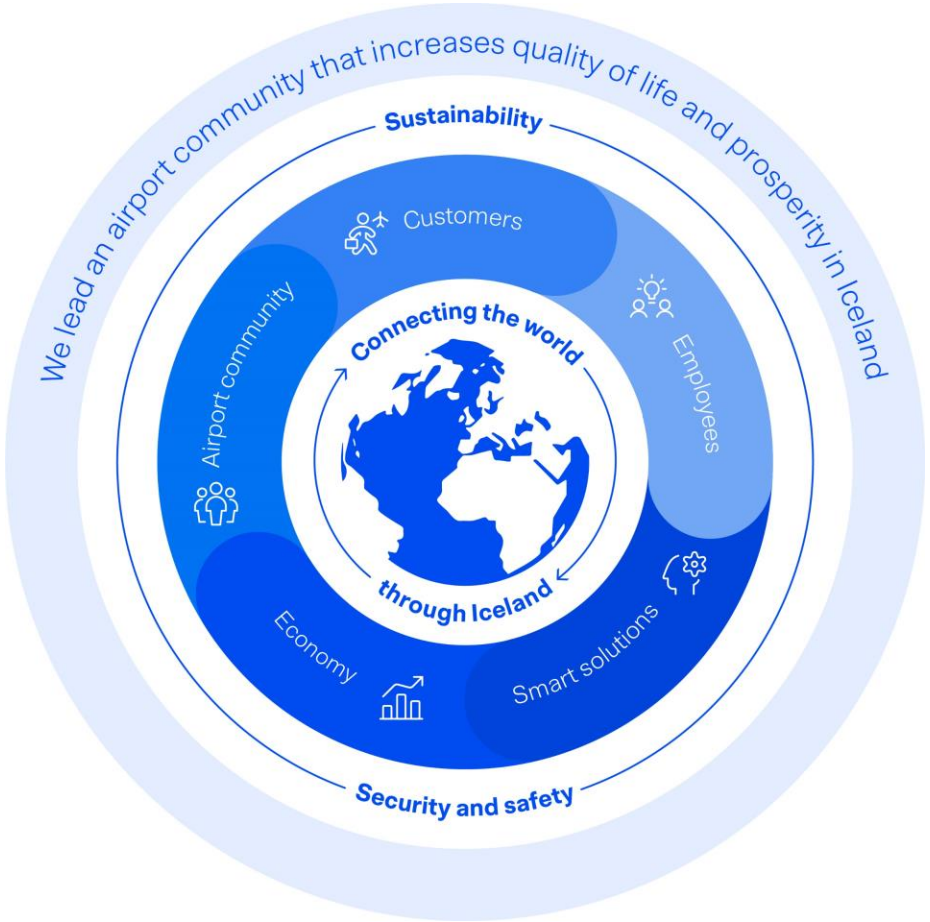
KEF

# Keflavik Airport
# NET ZERO OPERATION in 2030

# Isavia's Strategy Circle



# Sustainability Policy

- Keflavik Airport **Net Zero** by 2030
- Success through **collaboration**, active monitoring and energy transition
- **Risk assessment** and response to climate change

- **Role model** in sustainability in Iceland
- Increase sustainability in the entire **airport community**
- Cooperation with the **local community**
- Mutual **sharing** of information, knowledge and experience


- **Protect** the environment and minimize negative environmental impact
- **Sustainable procurement**
- Emphasise on **circular economy**
- Build infrastructure in a **sustainable** way

- Build **sustainable operations**
- Create **long term value** for the economy
- Make **responsible decisions** with sustainability as a guiding principle
- Progress and **continuous improvement** in sustainability

## Isavia Net Zero Operation in 2030

Isavia's goal is for Keflavík International Airport to have net zero operation by 2030. This goal will be achieved through collaboration with stakeholders, active monitoring of environmental factors, energy transition, and with certified carbon offsets as needed. The short term targets of Isavia are that greenhouse gases emissions in the operations due to use of fossil fuels of will have decreased by 15% in 2025, 35% in 2027 and 99% in 2030 from 2015 base year.

Technology will have a major impact on what measure will be taken to achieve net zero by 2030 and Isavia will be active to ensure the most feasible will be used at Keflavik Airport.

## Airport Carbon Accreditation (ACA)

Keflavík International Airport's policy on climate issues, and measures to reduce the airport's carbon footprint as a whole, have received the fourth level (Level 3+) of the Airports Council International's (ACI) Airport Carbon Accreditation.

The Airport Carbon Accreditation (ACA) assesses whether airports are measuring carbon emissions correctly and also evaluates the effectiveness of measures intended to reduce their carbon footprint. The goal is to reduce the environmental impact of airports by measuring, managing and reducing carbon emissions.

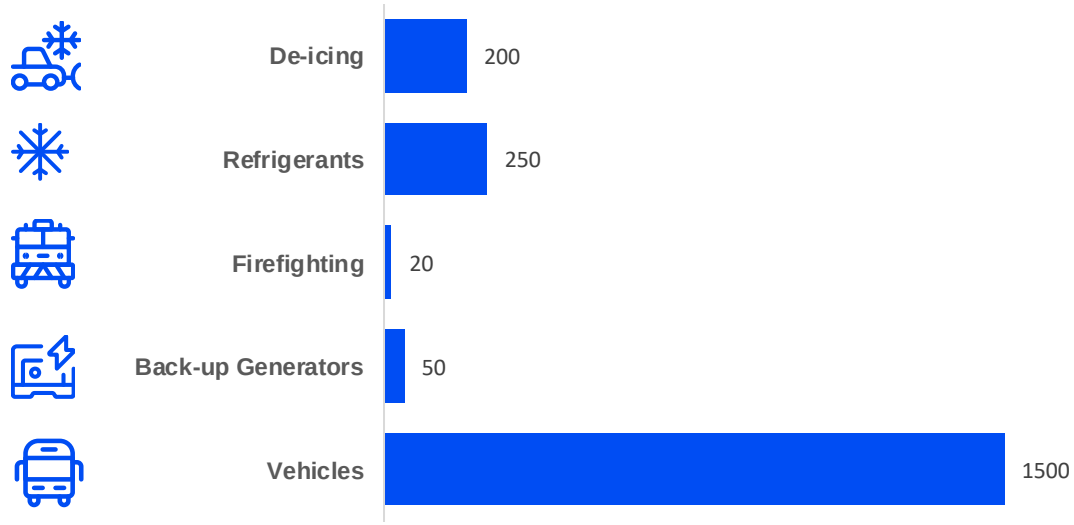
Isavia's goal is for Keflavík International Airport to have net zero operation by 2030. This goal will be achieved through collaboration with stakeholders, active monitoring of environmental factors, energy transition, and with certified carbon offsets as needed.

## Renewable energy in Iceland

Iceland already has close to 100% renewable energy for both electricity and heating. Heating is mostly done by geothermal energy with hot water pumped from the ground. Isavia buys certificates for origin of energy to ensure this.

Due to this, Isavia cannot show any reductions in our carbon footprint by switching to renewable energy. Our targets are to use our energy more efficiently and have started to install smart meters to better understand our energy use and take appropriate action.

## Our Emissions in 2023




KEF

## Cars, buses and heavy vehicles (trucks and equipment)

Keflavik airport is in a climate with challenging and ever-changing weather conditions. Due to this, the operation of safe runways can be challenging and have an impact on what technology is feasible at the airport.

Isavia understands that no singular energy solution can adequately address all the challenges posed by its diverse vehicle fleet. It anticipates the coexistence of various energy carriers and technologies for the foreseeable future.

Smaller vehicle and buses will most likely be electrified, but will use biofuels during the transition period, while all buses are renewed.

Specialized large and heavy vehicles that are mostly used for winter operations (snow clearings, de-icing etc.) account for most of the fossil fuel use at Keflavik airport. This can also vary significantly from year to year as its dependent on weather conditions. These vehicles are hard to decarbonize due to their operational conditions. This includes being used for 24 hours, short " turnaround" periods (i.e. for charging) and heavy loads. Biofuel will be used during the transition period and in 2024, testing will begin at Keflavik Airport and fossil fuel use will gradually be phased out . All biodiesel will have to meet sustainability criteria as set by the EU.

Isavia has also partnered with Landsvirkjun, the largest producer of energy in Iceland to look into use of hydrogen at Keflavik airport.

## Backup generators

Back-up generators will use 100% biofuels in the future but other energy solutions will also be considered. Batteries, fuel cells and hydrogen will be considered but must meet strict criteria for use at airports.

## Firefighting

Recently Isavia has implemented the use of gas for firefighting exercises which replaces the use of jet fuels. This reduces the carbon footprint for firefighting exercises. Isavia will look into use of bio propane to further reduce the use of fossil fuels.

## Refrigerants

Isavia operates several units that require refrigeration at the airport. They are mostly used by other operators at the airport. In 2023, significant leakage was found in one of the units, which significantly increased the carbon footprint of refrigerants at the airport.

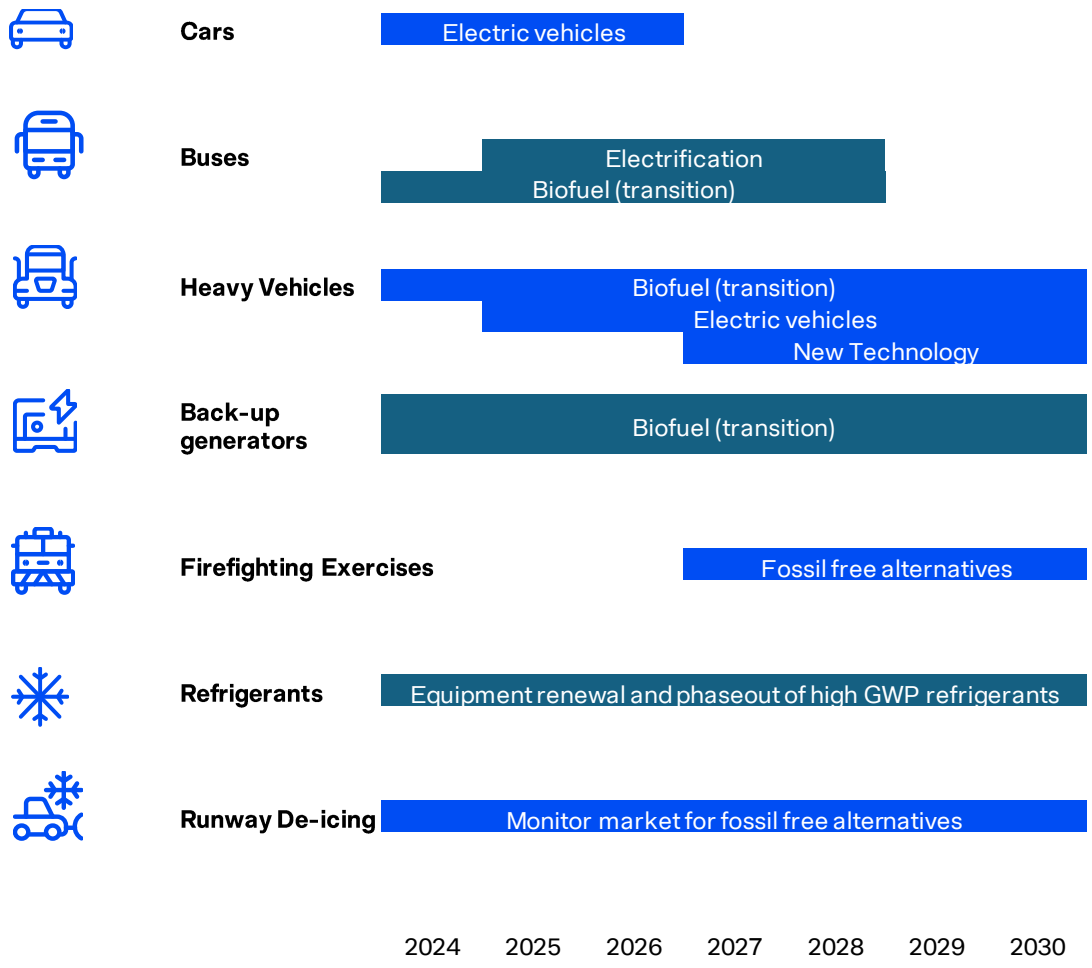
Isavia will increase monitoring of units that require refrigeration and will gradually replace and phase out refrigerants with high global warming potential (GWP).

## De-icing

Isavia includes runway de-icing chemicals in its carbon footprint report. Ensuring sufficient friction for safe landings on the runway falls under Isavia's responsibility, and during winter, the use of de-icing substances on runways and taxiways is crucial.

$CO_2$ emissions arise from the biological degradation of de-icing substances. The de-icing materials are made from fossil fuels. Isavia currently procures de-icing products that are eco-labeled, such as Nordic Swan and Blue Angel, but remains attentive to the market for fossil-free alternatives that is able to meet quality standards.

## Isavia's roadmap until 2030




isavia
KEF