



# Billund Airport

Zero Emission Airport 2030

May 2024

Foreword

# Road to Net Zero

For decades, we have been proud to be the entry point of our surrounding area to the world. We have thrived in accommodating the consistent increase in passengers and cargo. Our core mission is to create value for the society and the community. We care about the wellbeing of our employees, our neighbours, business partners and not least our passengers.

In Billund Airport, we acknowledge our responsibility to contribute to a sustainable development. We want to continue connecting the world and be the preferred option for a warm passenger experience and for seamless travel. However, this requires that we continue - and accelerate - the transition towards a sustainable future, which we set out on a few years ago. Guiding this is our overarching commitment to become a Net Zero Emission Airport by 2030. Although it will be challenging, we consider it a great opportunity to reinvent ourselves in the wake of the Covid-19 pandemic and secure a more sustainable and resilient outset for the onwards development of our airport operations and our value chain.

As for now, the transition is well underway. Compared to 2019 levels, we have reduced our greenhouse gas emissions by 37%. This has been achieved through the installation of energy efficient lighting and the gradual exchange of fossil vehicles to electric ones. We are determined to continue and intensify this development.

To succeed in realizing our ambitions, we must engage our employees in a collective quest for identifying areas of improvement. This requires increased awareness and training, which we consider key to make the ESG-agenda a more integral part of everyone's daily work. However, we do not operate in isolation. Moving forward, we will intensify our engagement with the local community, airlines, tenants, and passengers to support each other and hold each other accountable for a joint pursuit towards a sustainable aviation industry.

This roadmap serves as an instrument to guide our path towards Net Zero Emissions.

**Jan Hesselund**  
CEO at Billund Airport

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# About Billund Airport

Billund Airport is West Denmark's international airport and the second largest airport in Denmark. Our airport is the primary gateway to the West Danish region.

In 2023, we handled 4 million passengers, which was 7% more than our previous record year in 2019. 99,5% of all passengers travelling through Billund Airport is travelling internationally. In the second half of 2023; 21% of traffic was business related passengers, 21% Visiting Friends and Relatives (VFR) and 58% leisure generated passengers. Overall, 32% were inbound passengers to West Denmark.

PASSENGERS IN 2023  
3.979.320 .....



PASSENGER GROWTH  
COMPARED TO 2019

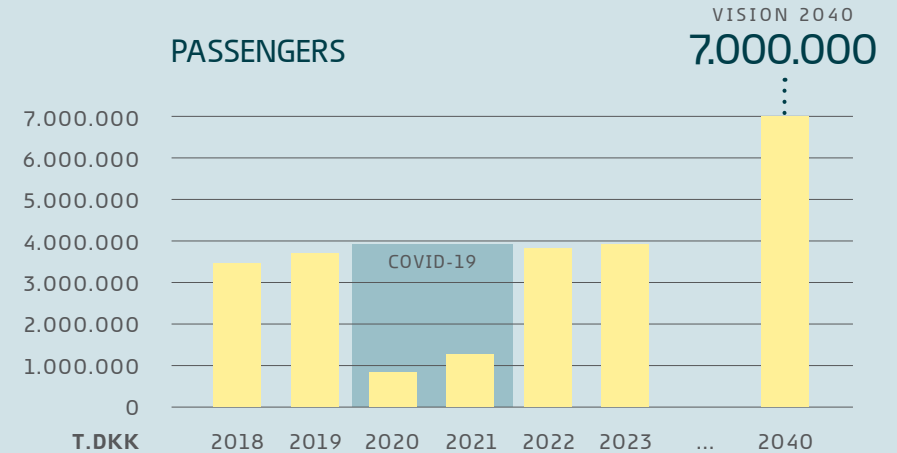
7,0%



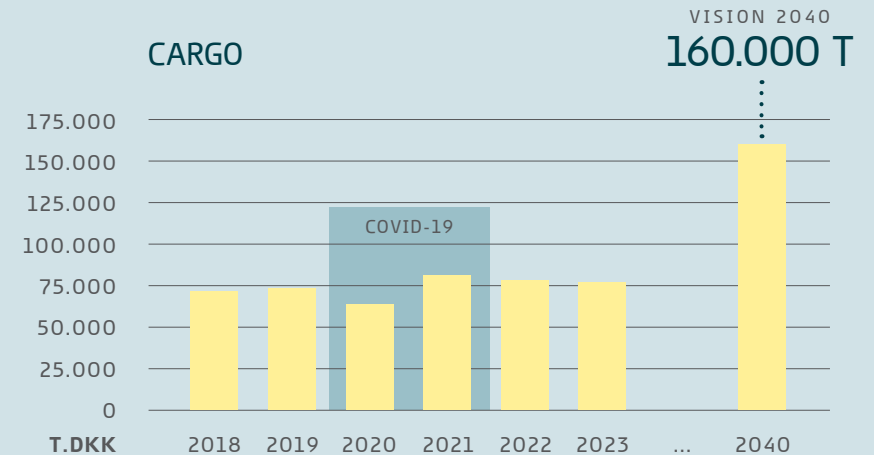
PASSENGERS IN 2019:  
..... 3.718.875

## Billund Airport in numbers

### PASSENGERS



### CARGO





## Vision

# Net Zero Emissions 2030

We are committed to become a Net Zero Emission Airport by 2030. This includes reducing our scope 1 and 2 emissions to as close to zero as possible through the deployment of decarbonization measures, while engaging our value chain partners to address scope 3 emissions in the pursuit of a sustainable aviation industry.

## Targets

To monitor our progress, we have defined a long-term target alongside an interim target. As such, we aim to:

- Reduce absolute CO<sub>2</sub>e-emissions by 50% in 2027 compared to 2019 levels.
- Reduce absolute CO<sub>2</sub>e-emissions by 90% in 2030 compared to 2019 levels.

## Airport Carbon Accreditation

We have reached the first level of accreditation (Mapping) by the Airport Carbon Accreditation. Moving on, we are determined to pursue higher levels of accreditation. Therefore, we aim to reach Level 3+ by 2027 at the latest and Level 4+ by 2030.

## : GREENHOUSE GAS PROTOCOL

### What is the Greenhouse Gas Protocol?

The Greenhouse Gas Protocol offers a standardized model for measuring and reporting corporate-level greenhouse gas emissions. This constructs a lens, through which we have approached the management of our emission inventory. Consequently, emissions have been classified under three scopes.

**Scope 1** Emissions from sources that the airport is in direct control of, including stationary combustion, mobile combustion, fugitive emissions, and process emissions.

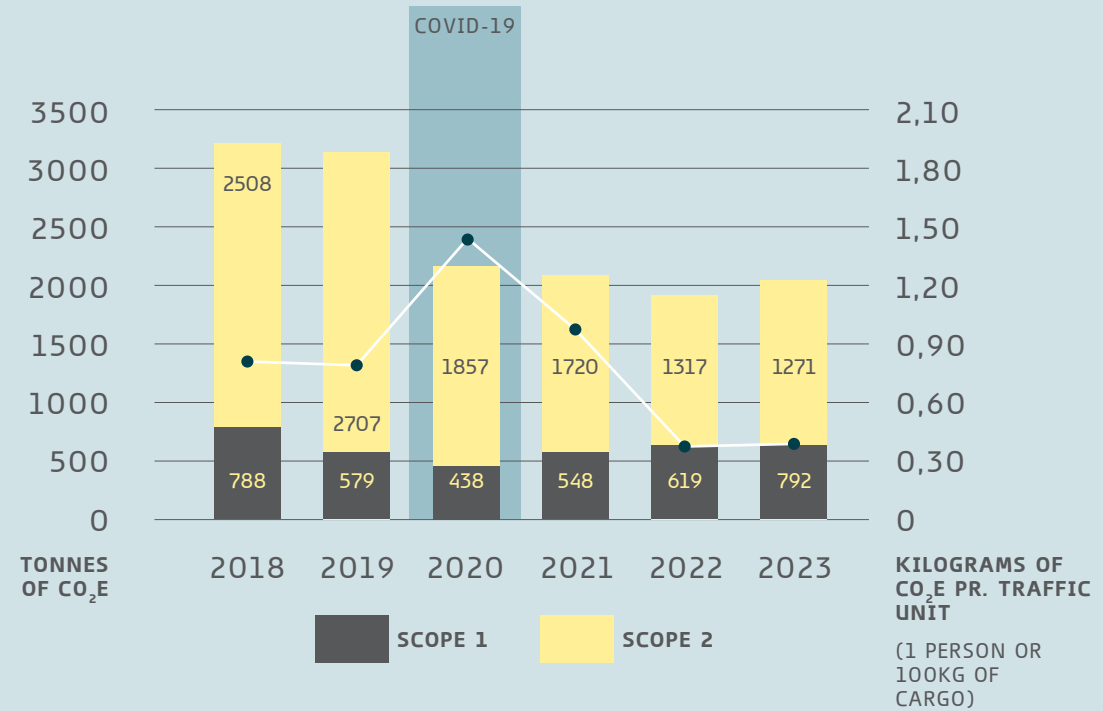
**Scope 2** Emissions that the airport is in indirect control of and occur as a result of purchased electricity.

**Scope 3** Other emissions that the airport is in indirect control of and that occur as a consequence of the airport's activities, yet at a facility not owned by the airport. These include, but are not limited to, aircraft, airport tenants, passenger and employee travel, purchased goods and services, and waste management.

**Over the course of the past six years, we have witnessed the results that our decarbonization commitments have yielded.** From 2019 (baseline) to 2023, we have reduced our absolute CO<sub>2</sub>e-emissions by 37%. Our path towards Net Zero Emissions, however, requires a more systemic approach to an accelerated development. To guide this, we have categorized nine action tracks that capture our most dominant emission categories.

In 2023, we compensated for 2063 tCO<sub>2</sub>e. This investment is verified by Verra and has been guided by the principle of additionality to deliver reductions that would otherwise not occur. Consequently, we have reached carbon neutrality for our scope 1 and 2 emissions. Moving forward, however, we will intensify the implementation of concrete reduction initiatives, leaving carbon removal for only hard-to-abate emissions.

## GREENHOUSE GAS EMISSIONS (2018-2023)



### Scope 1 & 2 (mapped)



Transportation



Buildings and airfield



De-icing

### Scope 3 (in progress)



Circular Economy



Airlines



Passengers



Employees



Tenants



Suppliers

# How do we plan to achieve Net Zero Emissions by 2030?

What have we done so far?

## Scope 1 & 2



### Transportation

We have replaced fossil vehicles with electric ones. In 2023, 60% of all vehicles are electric.

Over the course of decarbonizing our fleet, we plan to fuel the remaining fossil vehicles with synthetic diesel to reduce harmful pollutants.



### Buildings and airfield

We have installed light emitting diodes (LED) for 75% of our lighting, primarily in our buildings.

For 2024, we have secured an electricity supply that is generated from 100% renewable energy.



### De-icing

We have implemented a GPS-controlled application to enable a more resource-effective runway de-icing process.

## Scope 3



### Circular Economy

From 2019 to 2023, we increased our share of recycled waste by 6,5%

We engage with third-party specialists, who might be able to utilize selected waste streams (e.g. utility clothing or used coffee grounds)



### Airlines

We engage in innovation clusters that are oriented towards developing sustainable aviation fuels and securing the right infrastructure for its deployment. (e.g. Triangle Energy Alliance, LowCarbFuels)



### Tenants

We have launched waste reduction initiatives (e.g. too-good-to-go) and created an infrastructure for efficient waste sorting.



### Passengers

From 2019 to 2023, we reduced our waste generation per passenger by 14,2%.

We have installed charging facilities for electric vehicles in passenger parking zones.



### Suppliers

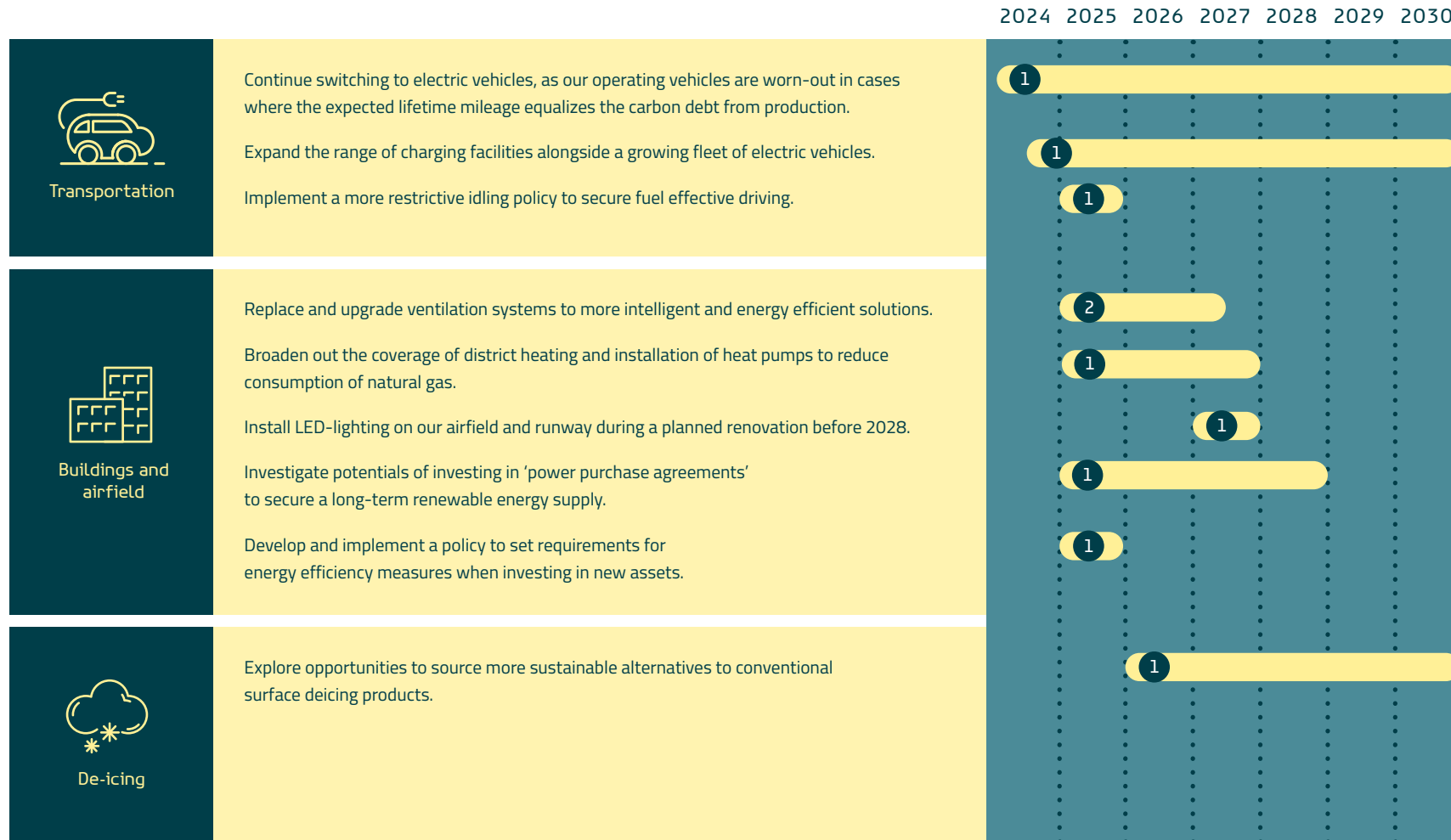
We have completed a survey across our suppliers to assess their levels of readiness in terms of using sustainable packaging.



### Employees

We have installed charging facilities for electric vehicles in staff parking zones.

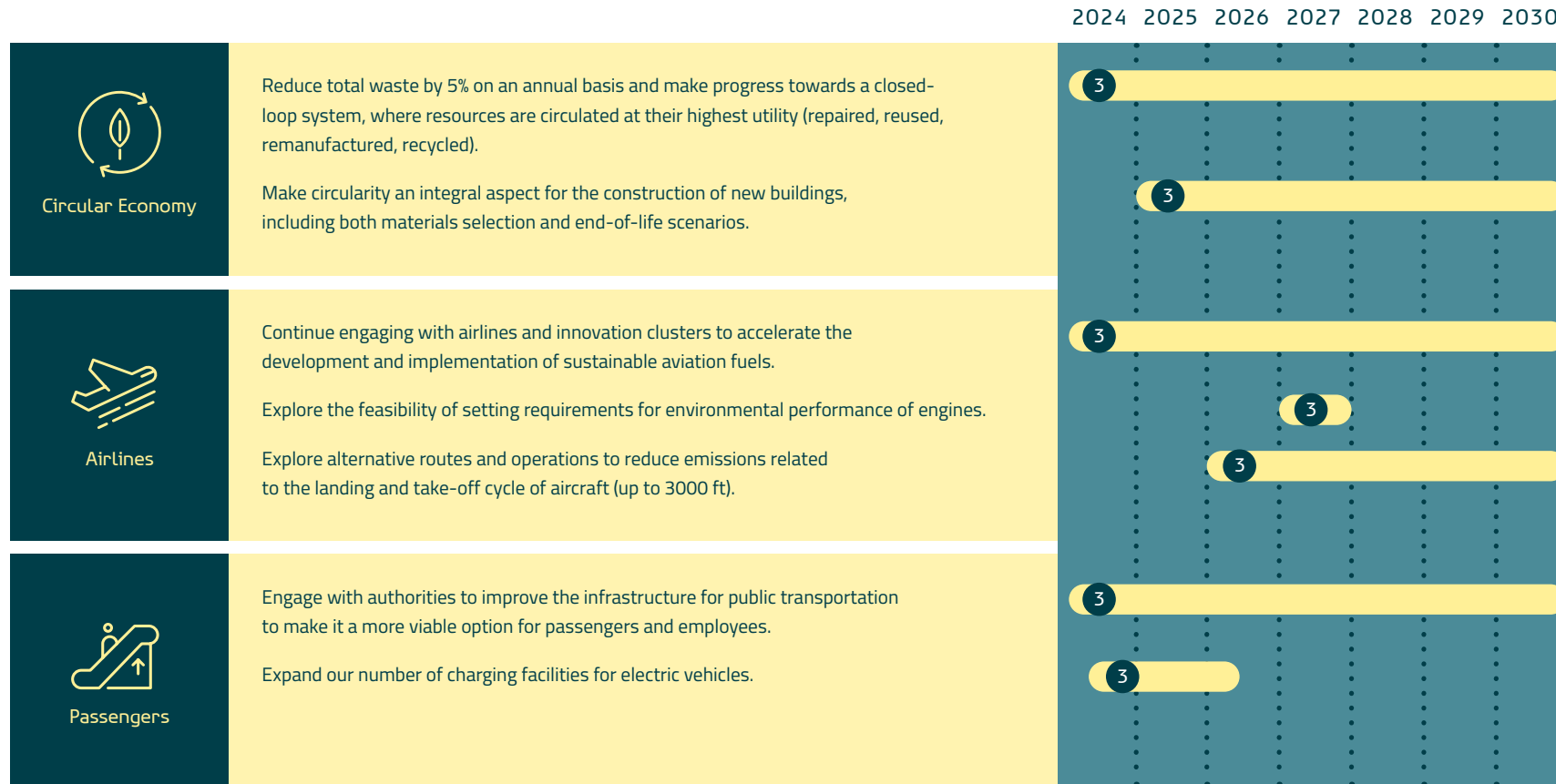
# Planned reduction measures



SCOPE NO. 1   SCOPE NO. 2   SCOPE NO. 3

# Planned reduction measures

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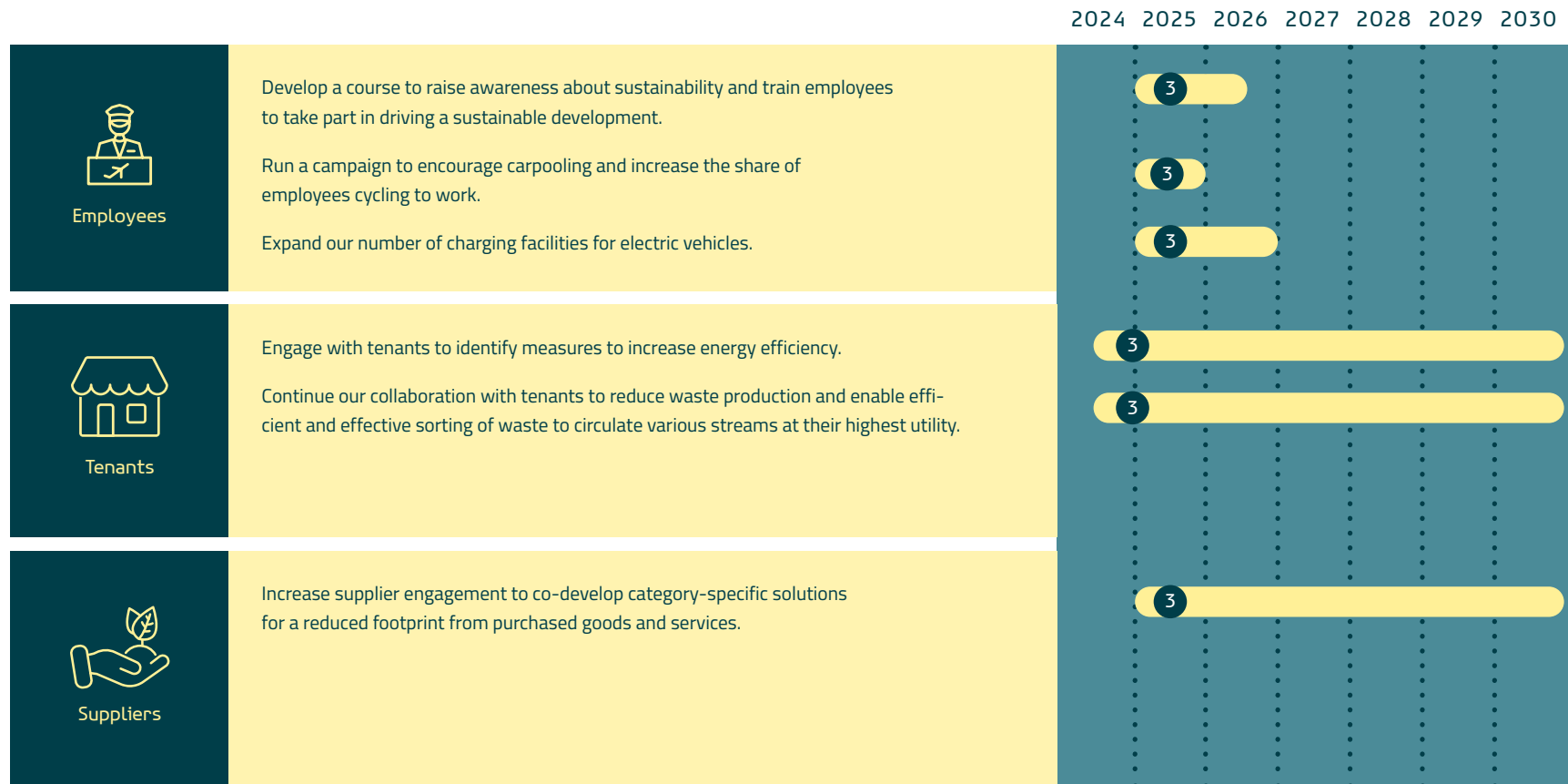


SCOPE NO. 1   SCOPE NO. 2   SCOPE NO. 3



# Planned reduction measures

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SCOPE NO. 1   SCOPE NO. 2   SCOPE NO. 3

# Organization & Responsibility

To secure a governance structure capable of coordinating the multifaceted action tracks for greenhouse gas reductions, we have established a cross-functional steering committee with representatives from management.



Certain groups of participants in the steering groups have distinct responsibilities. These are listed below:

## COO

Project owner and responsible for the implementation of decarbonization measures, while securing the financial resources required to deliver emissions reductions.

## Sustainability Coordinator

Project manager and responsible for coordinating a multifaceted array of decarbonization measures, while managing data collection and reporting to monitor progress.

## COMMUNICATION

Results from ongoing data collection and analysis for the greenhouse gas inventory will be published in the Annual Report as part of our ESG-reporting and shared with relevant stakeholders. Progress will be communicated to employees and the board on an ongoing basis.

## REVISION

This roadmap constructs the foundation upon which a detailed implementation plan will be developed. Several uncertainties surround the onwards development. Therefore, the roadmap is considered a dynamic document, which will be revised regularly by the steering committee.



# Billund Airport

Zero Emission Airport 2030

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