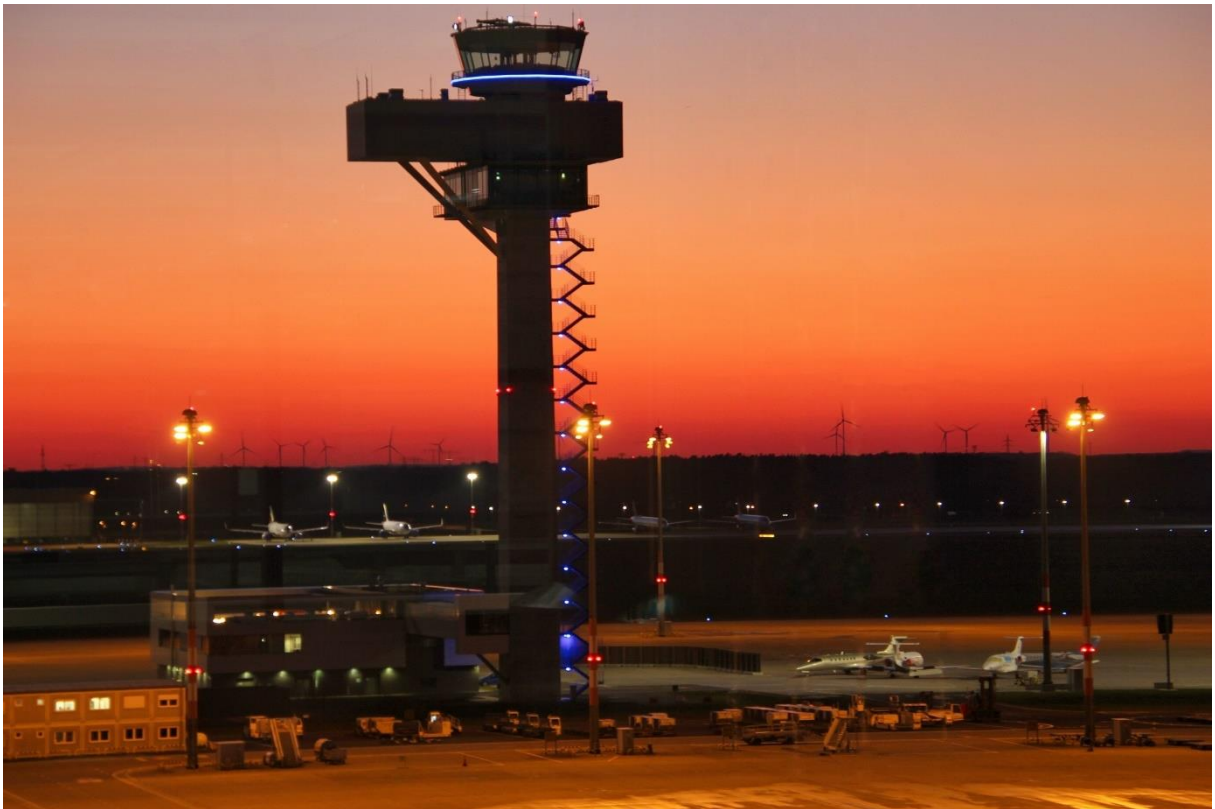


# BER – Net Zero Carbon Roadmap



June 2024

## Target Definition

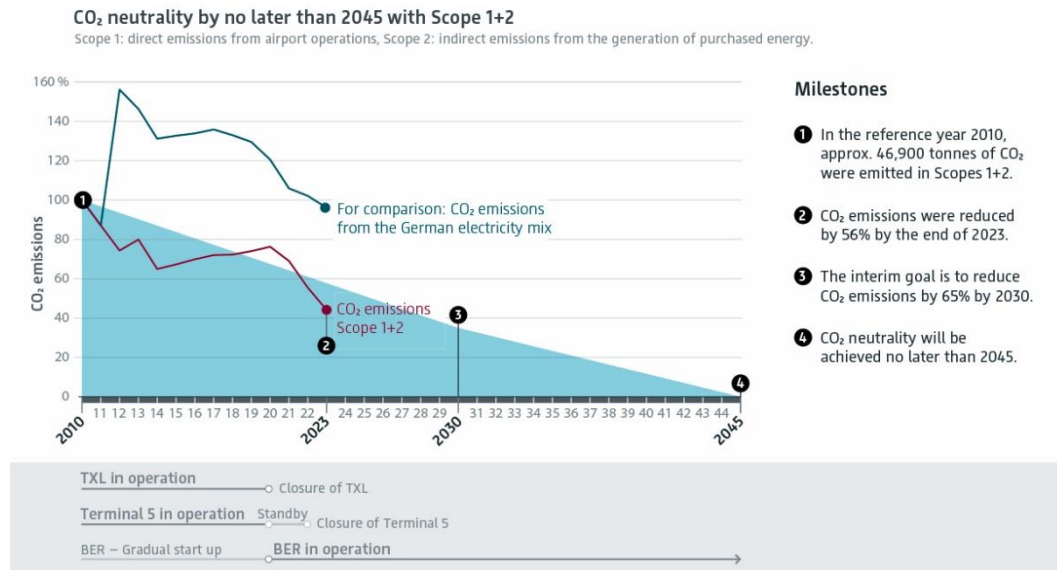


Fig. 1: CO<sub>2</sub> targets Flughafen Berlin Brandenburg GmbH

### Milestones for scopes 1 and 2:

1. In the reference year 2010, approximately 46,900 tonnes of carbon dioxide were emitted.
2. By the end of 2023, carbon emissions were reduced by 56%.
3. The interim goal is to reduce carbon emissions by 65% by 2030.
4. Carbon neutrality is to be achieved by 2045 at the latest.

### Scope 3 emissions:

FBB understands the airport as an integrated system and is also committed to the reduction of emissions beyond its direct responsibility. It works closely with the respective partners on measures to reduction options and also provides infrastructure for this purpose. This concerns, among other things:

- Aircraft operations - Landing and Take-Off cycle
- Third-party vehicles - Ground Support Equipment – apron electrification
- Ground transportation to/from the airport

### Company Carbon Footprint – 2023

The footprint calculates the company's own CO<sub>2</sub> emissions and those in its value chain. It is divided into Scopes.

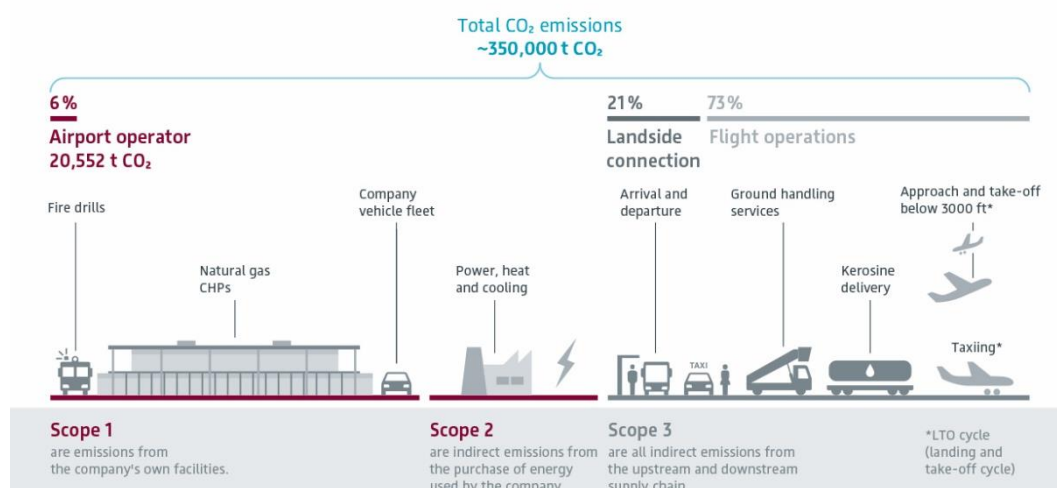


Fig. 2: Company Carbon Footprint Flughafen Berlin Brandenburg GmbH

# Decarbonisation Measures

## Focus areas for decarbonisation:

1. Energy supply: Increase the on-site generation of renewable energy
2. Mobility: Create a fit and smart electric infrastructure for e-mobility
3. Energy Efficiency: Enhance ISO 50001 energy management system
4. Infrastructure: Usage of smart technologies to connect the needs



Fig. 3: ACI EUROPE Decarbonisation Measures

### 1. On-site Thermal Decarbonisation

- Replace fossil fuel (natural gas) with renewable energies like geothermal heat and heat pumps

### 2. Vehicle Fleet Decarbonisation

- expansion of e-mobility and charging infrastructure
- car-sharing options for employees
- Usage of XtL (HVO100)

The use of electric vehicles and equipment for aircraft handling at BER has already increased steadily in recent years. The proportion of electric passenger buses is expected to increase to 20% by summer 2026, and the proportion of electric baggage tugs to 65%.

### 3. On-site Renewables

- Implementation of photovoltaics (roof and field) and maybe windpower
- 3 photovoltaic roofs will be ready to produce electricity in early 2025

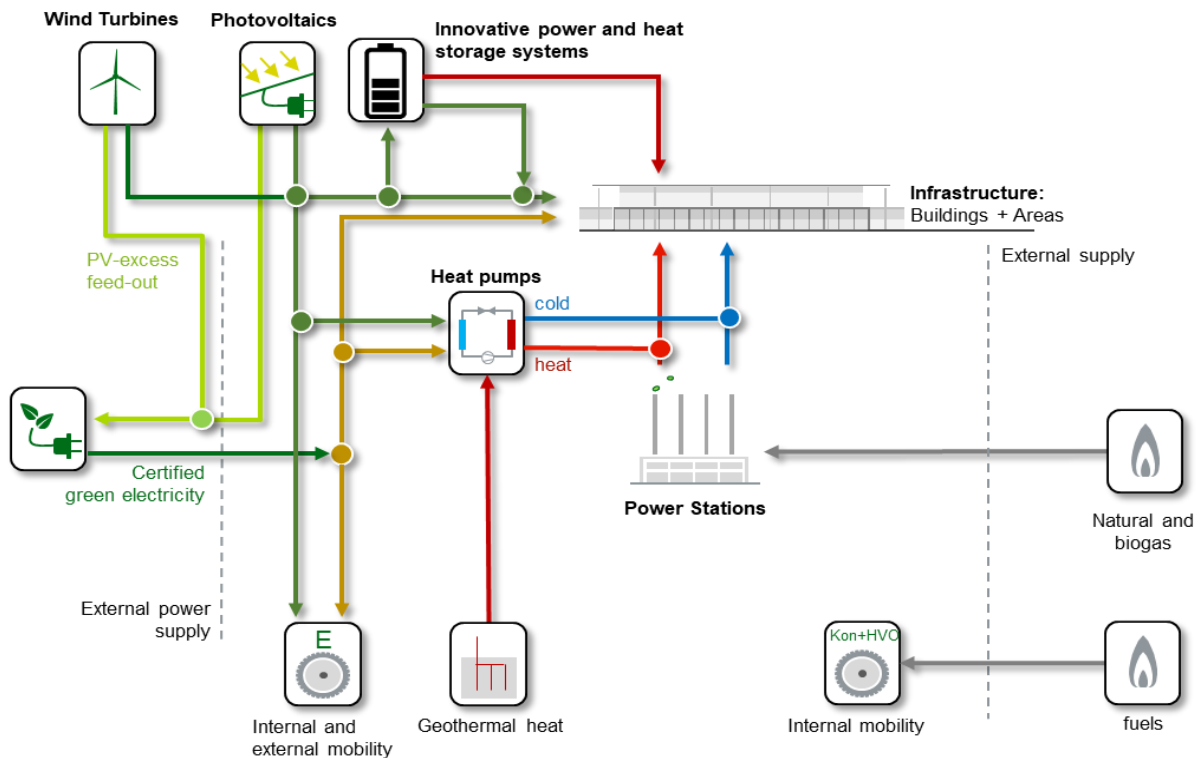


Fig. 4: Technologies for BER – Net Zero Carbon Roadmap

#### 4. Energy Efficiency Measures

- Focus on ISO 50001 energy management system
- conversion of the lighting to LED lighting
- use of applied algorithms for the control and regulation of HVAC

#### 5. Grid Decarbonisation and 6. Renewable Energy Purchases

- Purchase of 100% renewable electricity with guarantees of origin since 2012

#### 7. Negative Emissions Technologies

- There are no plans yet for technology-based solutions for carbon removal.

#### Offsetting (interim measure)

- It is planned to offset the last 10% to the reference year therefore around 5,000 tonnes of carbon dioxide for the usage of a back-up boiler for the really cold days.

#### Measures for Scope 3

Engage and support the airport community in reducing their emissions with guidelines, provision of electric charging stations, promotion of public transportation. Implement measures to optimise landing and take-off processes, taxi and hold time processes.

#### Monitoring

All relevant data is captured and analysed on an annual basis. Results are published in the annual business reports. Major review of the roadmap planned in 2024/2025.