Roadmap to Net Zero 2035 goal

Sustainability is the basis for development

7 Energy efficiency and renewable energy

To reduce its carbon footprint, Riga Airport is investing in renewable energy production. The Airport is implementing energy efficient technologies and activities to reduce its energy consumption.

9 Production, innovations and infrastructure

By researching and investing in innovative technologies and sustainable infrastructure projects, Riga Airport promotes the development of modern infrastructure and improves efficiency.

12 Responsible consumption and production

To reduce its environmental impact and promote a life-cycle economy, Riga Airport has implemented a waste management plan. By implementing sustainable procurement practices, Riga Airport reduces its negative impact on the environment and supports local suppliers and social entrepreneurs.

8 Decent work and economic growth

Riga Airport is not only one of the largest and best employers in Latvia, but by providing the region with connectivity to strategic destinations and a wide range of destinations, it also contributes to the development of jobs in its value chain, foreign investment in Latvia and the country's economic growth. Riga Airport is committed to provide excellent work conditions, training and skills development, as well as the physical and mental well-being of its employees.

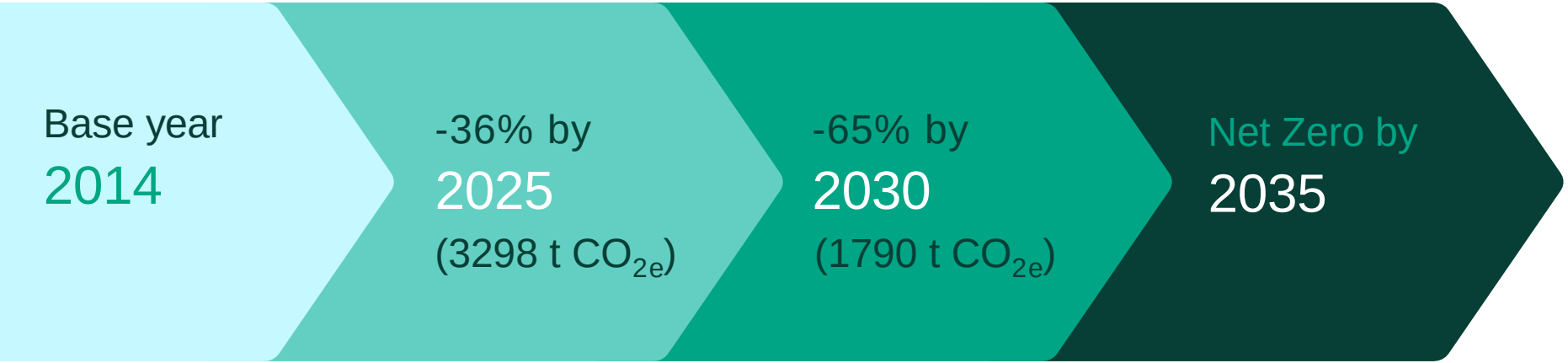
11 Sustainable cities and communities

Riga Airport cooperates with the local community on noise management and community support, and works together with stakeholders to promote sustainable transport solutions to and from the Airport.

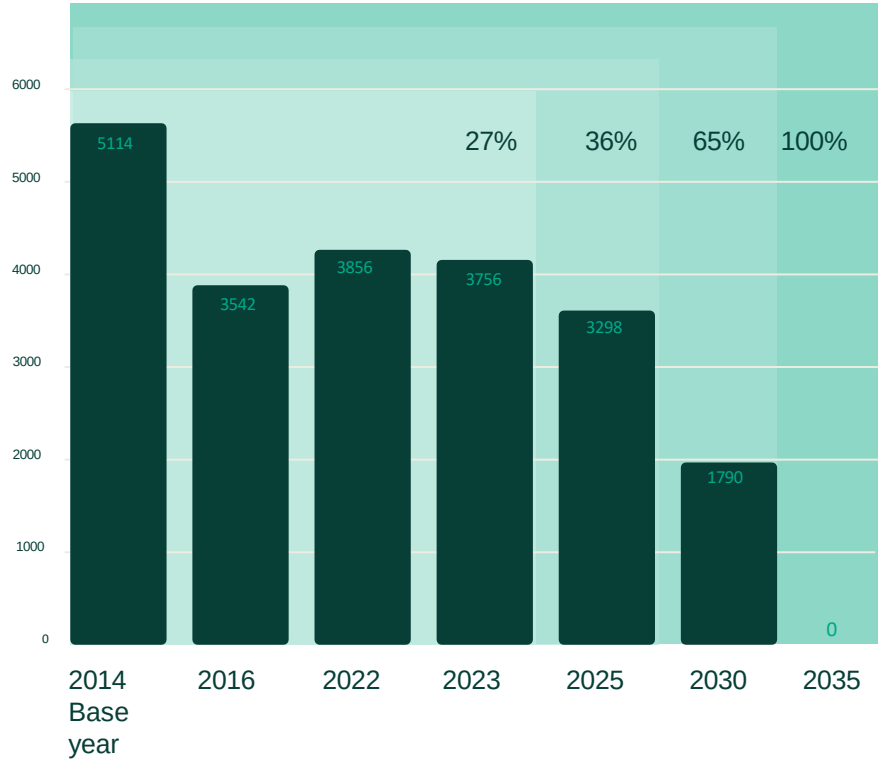
13 Climate action

The Airport reduces greenhouse gas emissions by investing in alternative fuel solutions and offsetting CO_2 emissions. The Airport participates in initiatives and programs aimed at mitigating climate change.

Our new goals



Emission reduction goals, t CO_{2e}



Our ambitions

The Airport has been ACA accredited since 2014

- Since 2020, the Airport has been certified for level 2
- In 2024, the Airport will be certified for level 3
- In 2027, the Airport will be certified for level 3+
- In 2030, the Airport will be certified for level 4
- In 2033, the Airport will be certified for level 4+
- In 2035, the Airport will be certified for level 5

airport carbon accreditation

Level 1
CO_{2e} footprint and policy

Level 2
Emission reduction targets, CO_{2e} emission management plan and annual emission reduction

Level 3
Stakeholder engagement and emissions measurement

Level 3+
Level 3 condition fulfilment and purchase of carbon credits for Scope 1 and Scope 2 residual emissions

Level 4
Absolute emission reduction according to the Paris Agreement

Level 4+
Level 4 fulfilment and purchase of carbon credits for Scope 1 and Scope 2 residual emissions

Level 5
Net Zero for Scope 1 and Scope 2 emissions. Roadmap for reducing Scope 3 emissions. Investments in projects that remove carbon from the atmosphere

On the way to
Net Zero 2035

Basic principles for reducing emissions

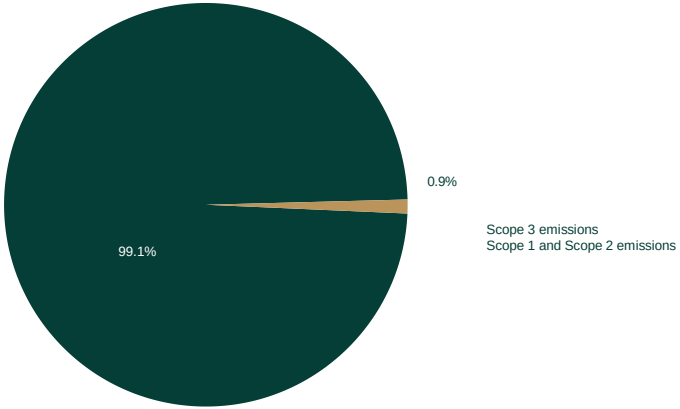
Scope 1 and Scope 2 emissions

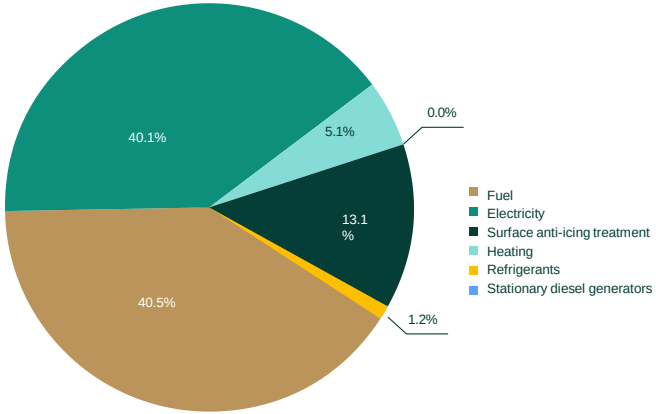
- Airport electricity, thermal energy, fuel consumption
- Anti-icing treatment reagent consumption
- Freon losses

Scope 3 emissions

- Energy and fuel consumption of ground handlers and lessees of the Airport territory and terminals
- Aircraft LTO cycle and engine checks
- Carriage of passengers and Airport employees to and from the Airport
- Anti-icing treatment of aircraft, wastewater treatment

Distribution of Scope 1, Scope 2 and Scope 3 emissions in 2022





The total amount of emissions of the Airport in 2022 was 406.421 t CO_2.
The amount of Scope 1 and Scope 2 emissions in 2022 was 3.856 t CO_2, while the amount of Scope 3 emissions was 402.565 t CO_2.

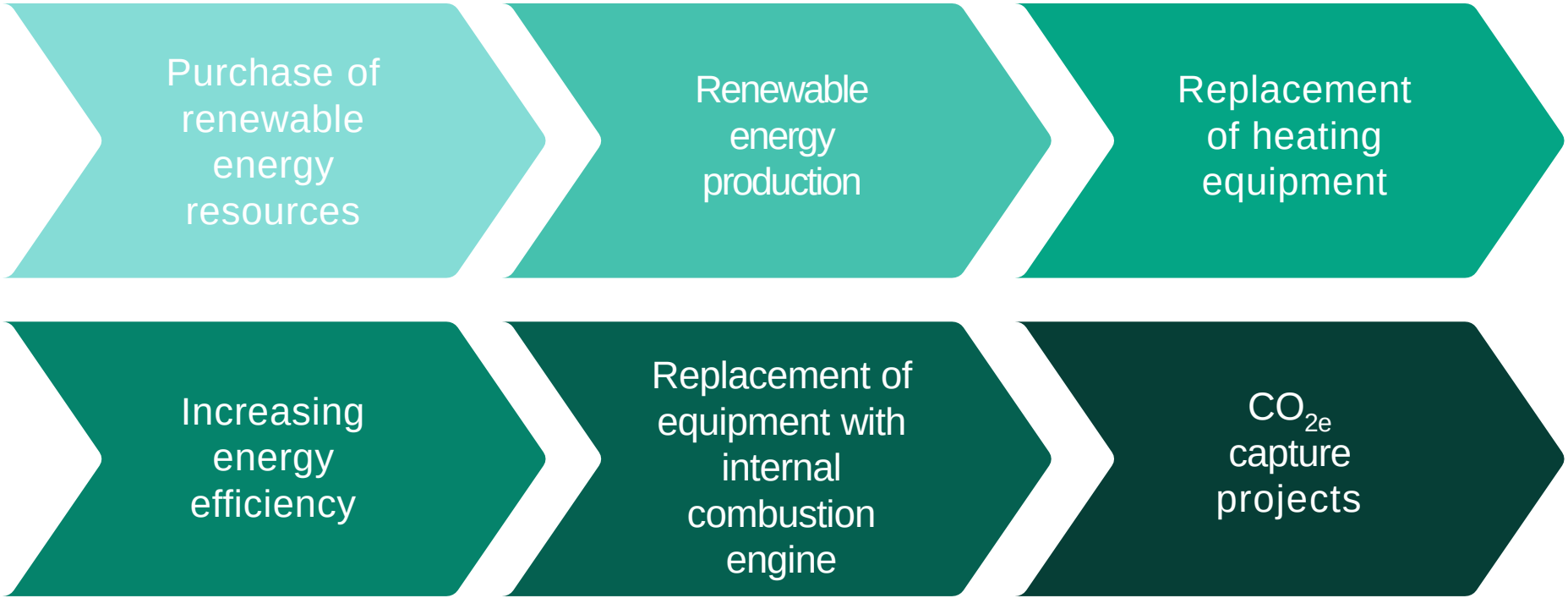
The most significant source of Airport Scope 3 emissions is aircraft fuel consumption.

1.and Scope 2 emissions, which can be directly affected by the Airport, represent a relatively small proportion of the Airport's total emissions.

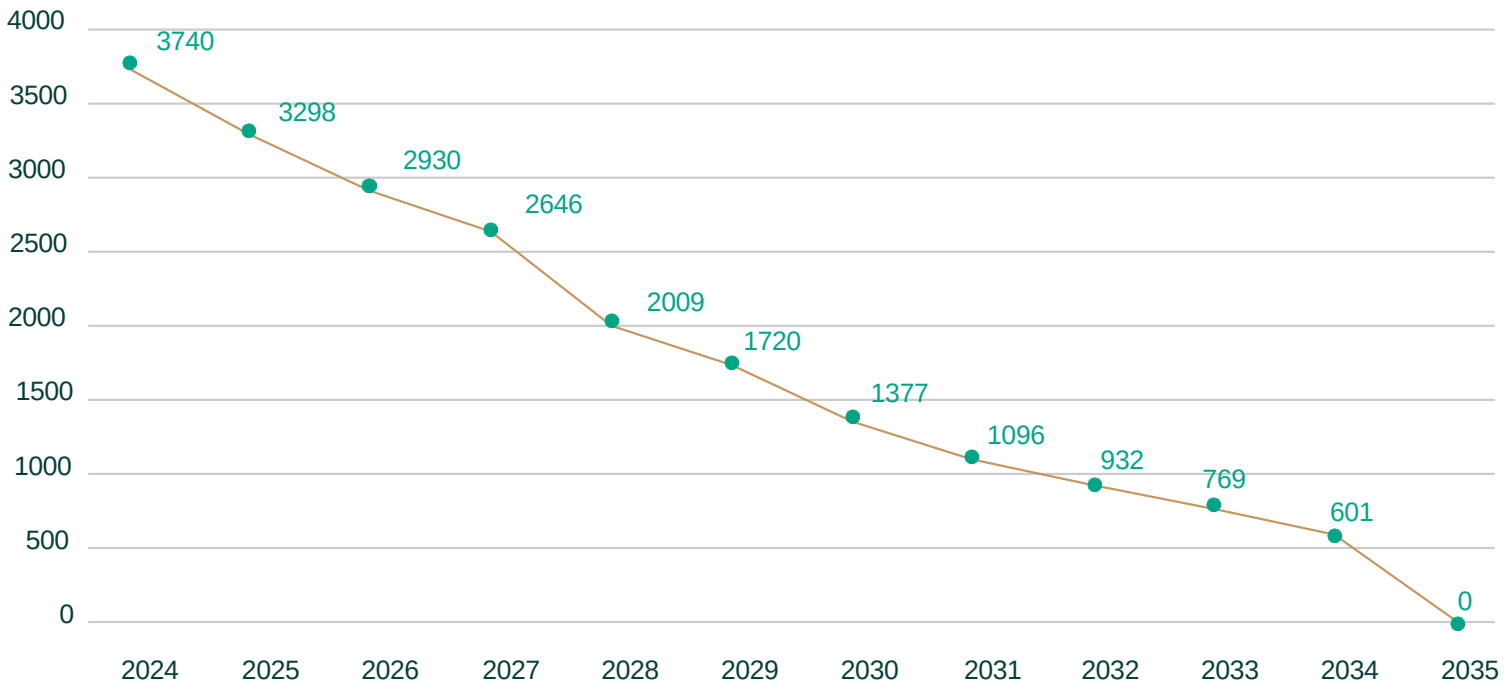
Electricity and fuel consumption are the most important aspects of the Airport Scope 1 and Scope 2 emission sources. Thermal energy consumption and surface anti-icing are also important sources, while refrigerants and stationary diesel generators are less important.

Transition to Net Zero Basic principles

Net Zero 2035



Reduction of emissions by 2035



Basic principles for reducing electricity emissions

- Purchase of renewable energy starting from 2024 (increasing the volume by at least 10% each year)
- Renewable electricity generation from solar power to reach 14% of the overall amount by 2026
- Improving energy efficiency in lighting systems and buildings
- Renewable electricity production from wind energy or hydrogen

Basic principles for reducing fuel emissions

- Abandoning petrol engine equipment
- M1, M2, N1 N2, N3 M3 category vehicle electrification
- Replacement of fossil diesel by synthetic diesel from 2025 onwards (increasing by at least 10% each year)
- Replacing the GPU or running on synthetic diesel from 2030
- Replacing passenger buses with electric buses

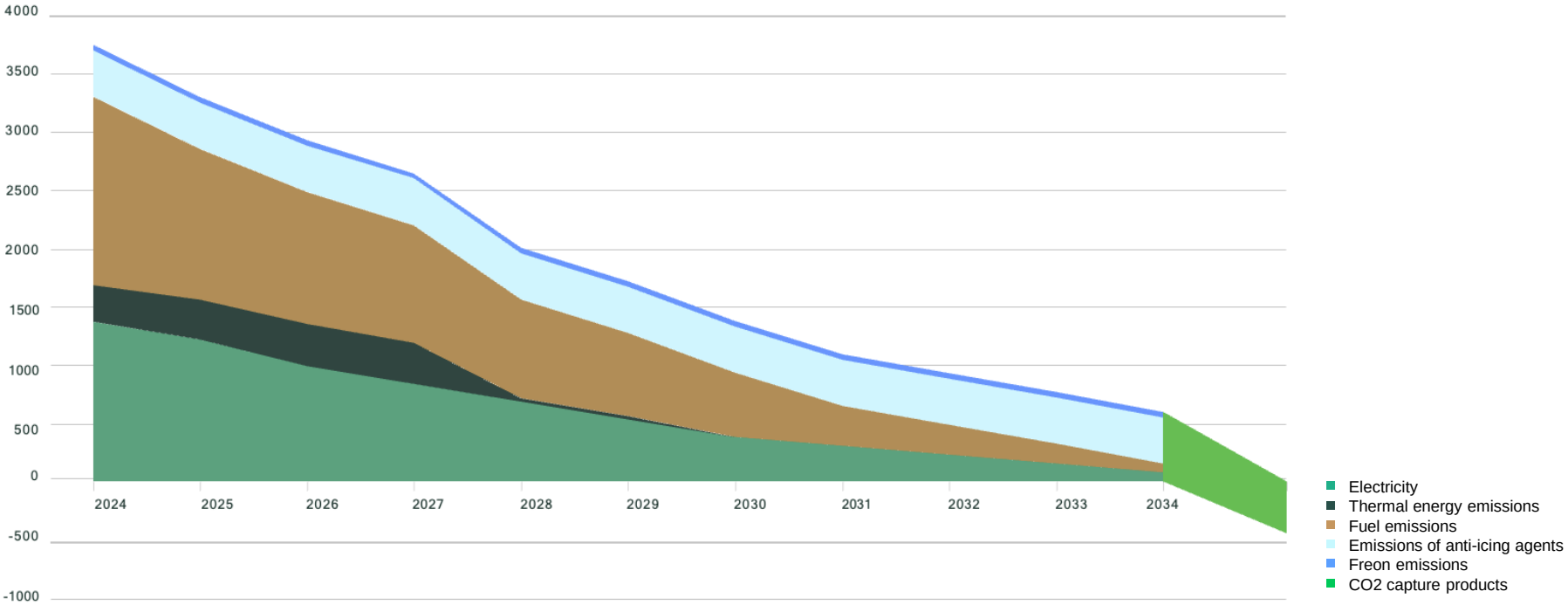
Reduction of thermal energy emissions

- Improving the energy efficiency of buildings
- Certification of new buildings over 3000 m^2 at least at BREEAM Excellent level
- Replacing a gas boiler or purchasing biogas

Reduction of residual emissions

- From 2027, purchase of carbon offset certificates
- From 2035, reduction of residual emissions using CO_{2e} emission capture projects

Reduction of residual emissions



Reduction of residual emissions

2015
ACA Level 1
Replacement of the wood chip boiler, implementation of ISO 14001

2018
Implementation of ISO 5001

2020
ACA Level 2

2021
NET ZERO 2050 commitment

2024
ACA Level 3
First solar panel park, purchase of renewable electricity (increasing volume every year), replacement of buses with electric buses

2025
Supplementing the solar panel park, replacing the apron lighting with LED, purchasing synthetic diesel fuel

2026
Construction of a 2 MW solar panel park, installation of additional panels on the roofs of new buildings

2027
ACA Level 3+
Replacing the gas boiler with an alternative solution or biogas. Purchase of CO_2 credits

2029
Construction of the first BREEAM certified building

2030
ACA level 4
Abandoning fossil fuels for GPUs, cars, fleet replacement

2033
ACA Level 4+
Abandoning petrol engine cars

2035
ACA level 5
Carbon offsetting

We will also involve interested parties in the path to reducing emissions

Improvement of the legal framework

- Inclusion of CO_2 emission reduction clauses in lease contracts
- Inclusion of conditions in the Airport's documents

Employee engagement

- Education
- Motivation measures
- Training

Education

- Workshops
- Experience exchange
- Information campaigns
- Video materials in the terminals

Seeking opinions

- Seeking the opinion of passengers, aerodrome service providers by conducting surveys
- An opportunity to submit an opinion on reducing emissions

Joint projects

- Research and implementation of hydrogen technologies
- Cooperation to reduce CO_2 emissions with public transport and other transport service providers
- Implementation of SAF

Net Zero 2035
Closer than expected

State joint stock company "Riga International Airport"

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