



Billund Airport

Zero Emission Airport 2030

February 2025

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 86%. This has been achieved by securing a 100% renewable electricity supply and gradually exchanging 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 Hessellund
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 2024
3.898.523



PASSENGER GROWTH
COMPARED TO 2019

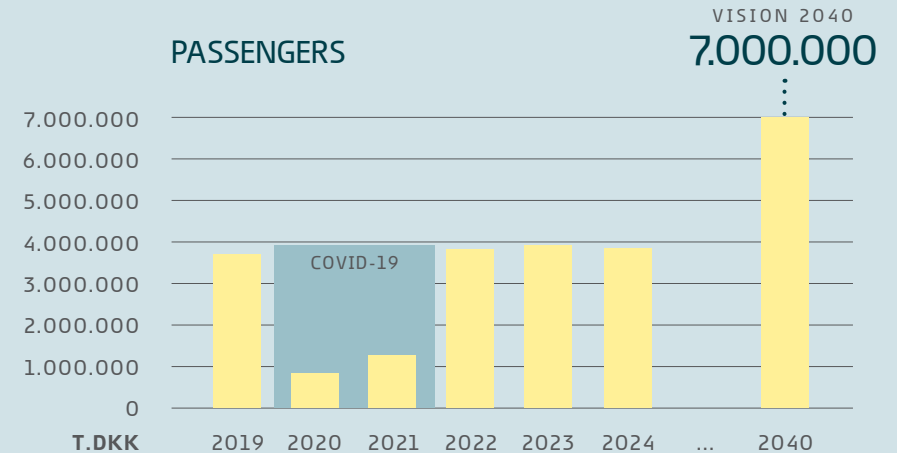
7,0%



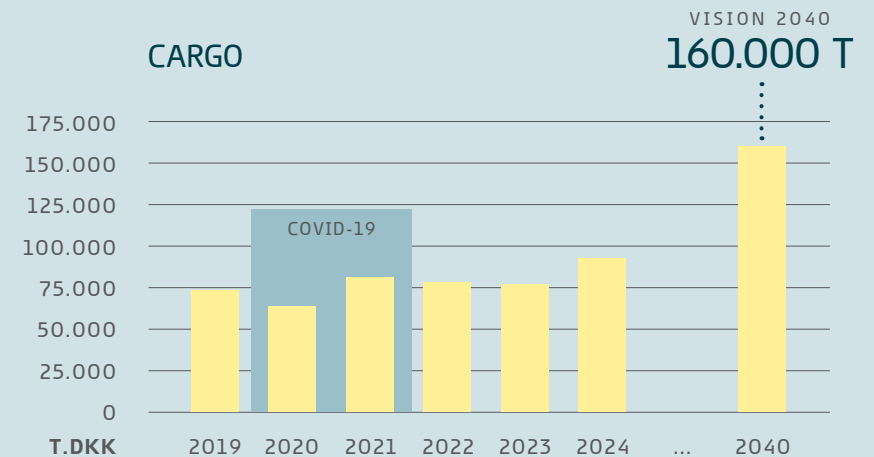
PASSENGERS IN 2019:
..... 3.718.875

Billund Airport in numbers

PASSENGERS



CARGO





Vision

Zero Emission Airport 2030

We are committed to become a 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. As such, we aim to:

- Reduce absolute CO₂e-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.

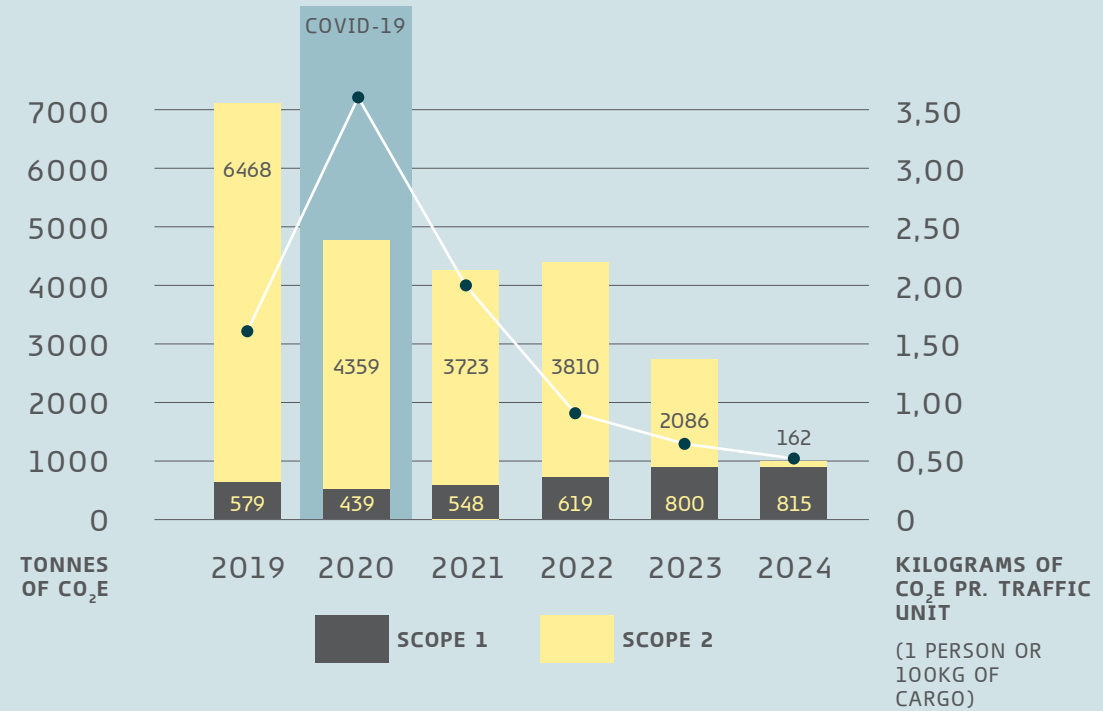
Scope 2 Emissions that the airport is in indirect control of and occur as a result of purchased electricity.

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 2024, we have reduced our absolute CO₂e-emissions by 86%. 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 2024, we compensated for 978 tCO₂e, which were the residual emissions from our marked-based greenhouse gas inventory. This accounting method has been applied to guide our progress, as it captures the contractual arrangements that have been purposefully made for our electricity and district heating supply. Moving forward, we will intensify the implementation of concrete reduction initiatives, leaving carbon removal for only hard-to-abate emissions.

GREENHOUSE GAS EMISSIONS (2019-2024)



Scope 1 & 2 (mapped)



Transportation



Buildings and airfield



De-icing

Scope 3 (in progress)



Circular Economy



Airlines



Passengers



Employees



Tenants



Suppliers

Past and current initiatives 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, and we are gradually exchanging our ventilation systems with more energy-efficient alternatives.

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%.



Suppliers

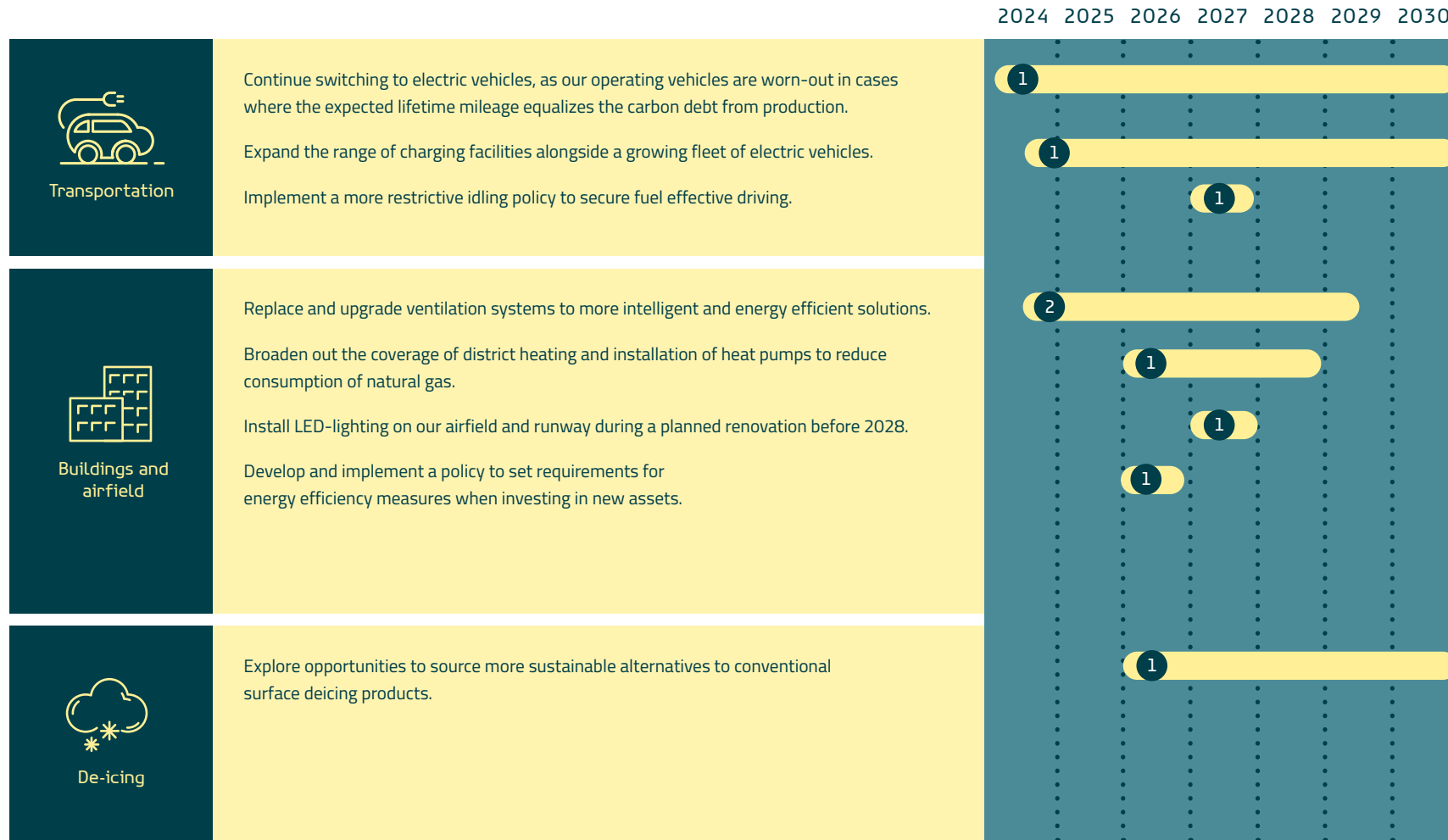
We have completed a survey across our suppliers to assess their levels of readiness in terms of using sustainable packaging.



Employees

We have installed charging facilities for electric vehicles in staff and passenger parking zones. In 2025, we expand our charging infrastructure amounting to a total of 250 charging points.

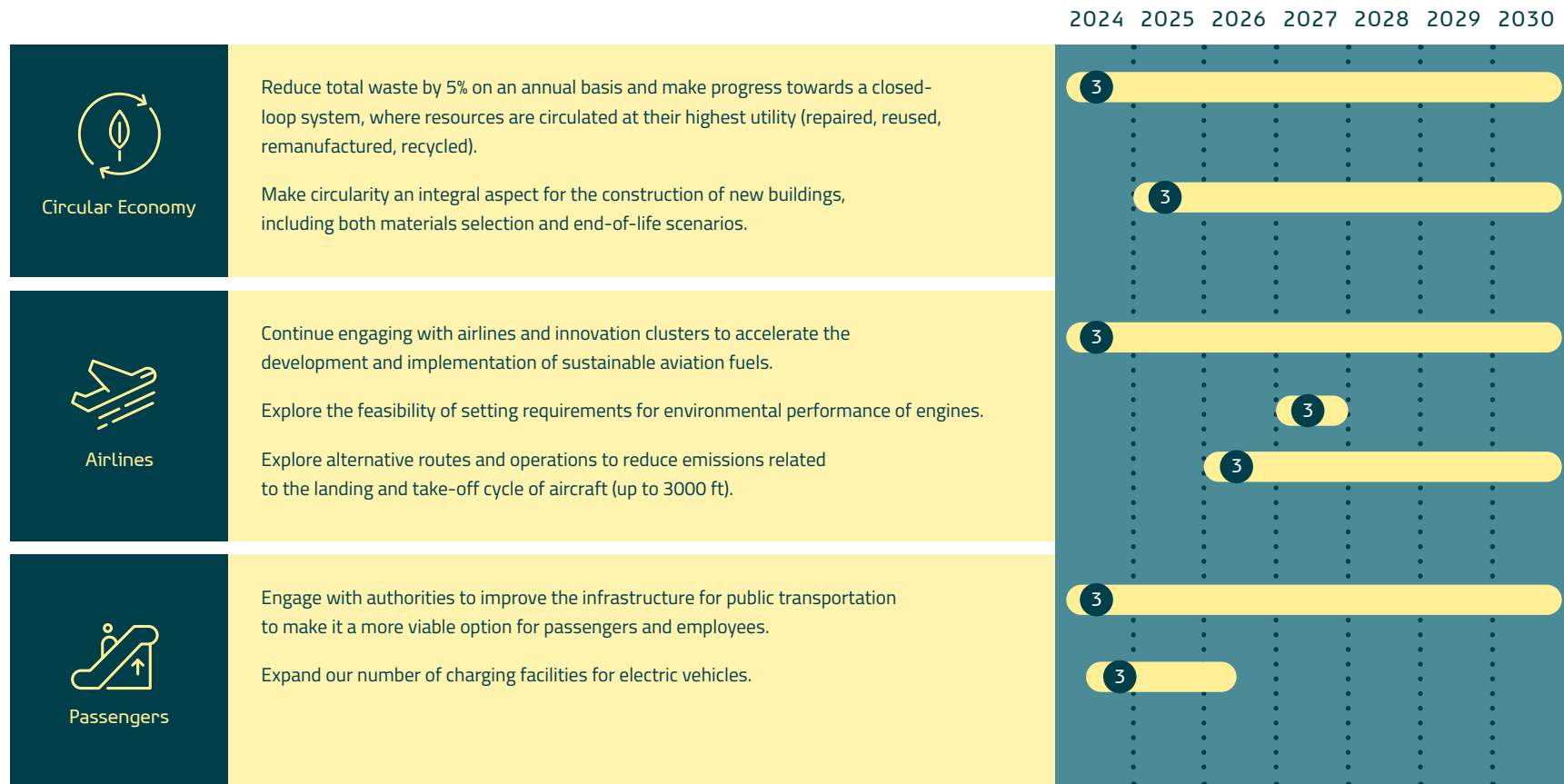
Planned reduction measures



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

Planned reduction measures

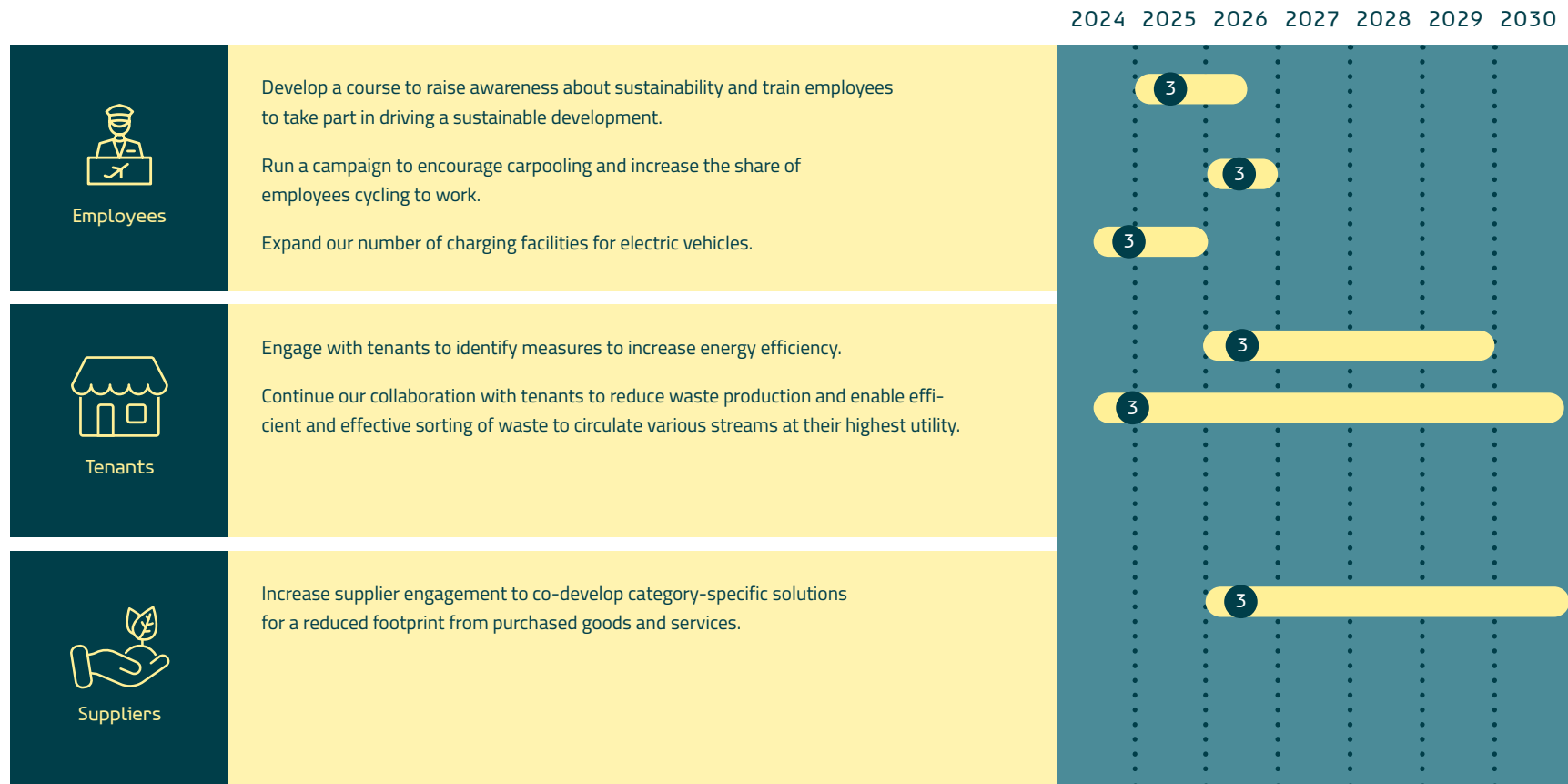
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SCOPE NO. 1 SCOPE NO. 2 SCOPE NO. 3

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.

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.

Communication & Awareness

Frequent communication about initiatives and overall progress is key to mobilizing a shared effort towards decarbonizing airport operations and our value chain. To structure this, a communication plan is in process of being implemented. It outlines a series of channels for disseminating updates to different audiences and a fixed structure for doing so. The channels include informal ones, e.g. providing updates on the internal communication platform or through social media, and channels with high formality, e.g. at board meetings or through the annual report. All of this aid to fostering awareness among internal and external stakeholders. To further enable our employees to take action on the decarbonization agenda and thereby benefit from locally-grounded knowledge, we find ourselves in an ongoing process of providing suitable training opportunities. As of now, new

employees are introduced to the sustainability agenda as part of an introduction to the airport, as they undergo a mandatory course. Further initiatives that are under consideration include the option of establishing a mandatory e-course dedicated to airport sustainability or raising awareness about the opportunity for employees to spend their right to additional education on courses that can strengthen their green profile in their daily work.

- GOODS THAT ARE SORTED OUT IN SECURITY ARE
- DONATED TO BLUE CROSS DENMARK, AND IN 2023
- EARNINGS FROM RECYCLED CONTAINERS WERE
- DONATED TO THE ASSOCIATION FOR CYSTIC
- FIBROSIS. ENABLED BY OUR EMPLOYEES' IDEAS.

Billund Airport
12,801 followers
1mo · 🌐

Glemte briller gør gavn i Ghana 🇵🇸 🇵🇸

I Billund Lufthavn samler vi dagligt store mængder af glemte sager ind. ...more

Show translation



FORGOTTEN GLASSES ARE DONATED TO CHARITY IN GHANA. 400 PAIRS OF GLASSES/SUNGLASSES IN 2023.

Billund Airport
Offentliggjort af Rikke Kia Ramskov Kring
· 13. juli 2023 · 🌐

Intet skal gå til spilde, hvis det stadig kan bruges ❤️

Hver dag inddrager security masser af ting, som man ikke må have med ud at flyve. Det er alt fra store mængder af parfume, shampoo eller creme til dåsemakrel, Nutella og diverse konserverdåser. Meget af det er endda uåbnet og fejler ingenting.

Derfor samler og gemmer security de ting, som stadig kan bruges, og tingene bliver så doneret til Blå Kors, som bruger det hos deres værmestuer, herberger og væresteder, hvor andre får glæde og gavn af de ting, der er blevet inddraget. ♻️

Vi er glade for at kunne støtte Blå Kors' gode arbejde 🙌

... port
2022 · 🌐

kolleger i Security – og dig – får Cystisk Fibrose Foreningen et kontant bidrag

...e. Jo længere du kommer frem i køen til Security, jo hurtigere skal det gå med
...ar det været sådan, at de afleverede pantflasker endte som dagrenovation,
...ndslat gør, at den ikke må komme i plastcontaineren 🚫

...indsats, vi gerne vil gøre for miljøet. Derfor har Berit og hendes gode
...r til at indsamle panten, så den kan gøre gavn hos Cystisk Fibrose

...Ineder 🙌 Hvad kan det ikke blive til?

...ontainerne har vi opsat fire beholdere til væske. Hvis du vil hjælpe os med
...sørger vi for at panten går til et godt formål.

...vidde på 1505 flere personer, hvis du bruger

Boost opslag

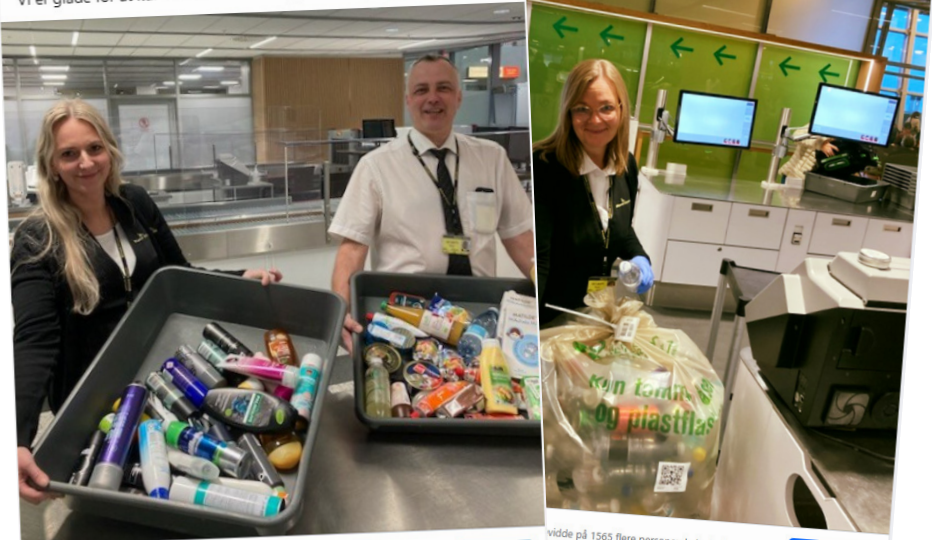
Se indblik og annoncer

7,4 tusind 506 198

Synes godt om Kommenter Del

ergaard og 669 andre 48 kommentarer 41 delinger

Kommenter Del



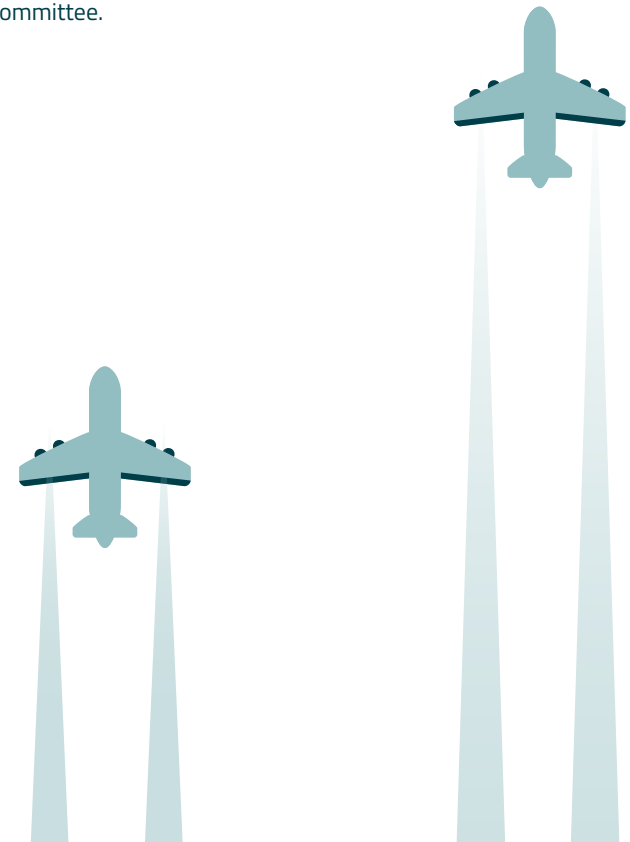


Monitoring

The ability to monitor and assess our performance is fundamental for our ability to keep track of progress and make adjustments on an ongoing basis. To guide this, we have defined a set of KPI's that target our two most dominant decarbonization subjects within our own control:

- Liters of diesel purchased on a monthly basis
- Amounts of electricity consumed in kWh on a monthly basis
- Amounts of district heating consumed in kWh on a monthly basis

Performance will be evaluated on a quarterly basis, and results will be presented to the steering committee.





Billund Airport

Zero Emission Airport 2030

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