

# JSC LITHUANIAN AIRPORTS' NET ZERO STRATEGY 2026–2040

## 1. INTRODUCTION

As part of the 2015 Paris Agreement, Lithuania committed to becoming climate-neutral by 2050. Meanwhile, the Air Transport Action Group (ATAG), which brings together airlines, airports, air navigation service providers, and manufacturers, has set a goal of achieving net zero climate impact for all global civil aviation operations by 2050. This goal was supported by the International Civil Aviation Organization (ICAO) and committed to by all ICAO member states, including Lithuania. In accordance with the Paris Agreement and the specific commitments to the aviation sector, JSC Lithuanian Airports (hereinafter referred to as the Company), together with 235 other European airports, has voluntarily committed to becoming climate neutral by 2030, taking into account emissions from operations under its control.

On 27 June 2022, by Order No. 3-331 of the Minister of Transport and Communications of the Republic of Lithuania, the “Lithuanian Aviation Guidelines by 2030” set out an objective to significantly improve the country’s air connectivity by 2030, increase its contribution to the national economy, and develop a greener aviation sector—one of Lithuania’s strategic directions. It is evident that the Company’s ambition to expand its activities by creating greater value for passengers, providing higher-quality services, improving operational efficiency, and ensuring stable growth and financial sustainability is impossible without commitments to reduce environmental impact. In order to ensure the 1.5°C scenario set out in the Paris Agreement, the Company commits to achieving net zero carbon dioxide (CO<sub>2</sub>) emissions from operations it can control (Scope 1 and Scope 2) by no later than 2050. The majority of these emissions arise from transport, electricity, and thermal energy consumption. While increasing connectivity and accessibility of air travel, the Company also commits to reducing the airport’s impact on climate change, surrounding communities, and the environment.

**The primary objective of JSC Lithuanian Airports’ Net Zero Strategy 2026–2040 (hereinafter – the Net Zero Strategy) is to achieve climate neutrality by 2030 and net zero CO<sub>2</sub> emissions from airport-controlled operations by 2040. The Company hereby adopts the Net Zero Strategy, which contributes to the implementation of the European Green Deal and the Paris Agreement.**

In seeking to reduce its impact on climate change and to ensure the implementation of the Net Zero Strategy, the Company commits to following the “Airport Carbon Accreditation” (ACA) programme of Airport Council International for CO<sub>2</sub> emissions assessment and to achieving the highest level, “Level 5”, by 2040.

This document contains an integrated implementation plan for the Net Zero Strategy.

Terminology used:

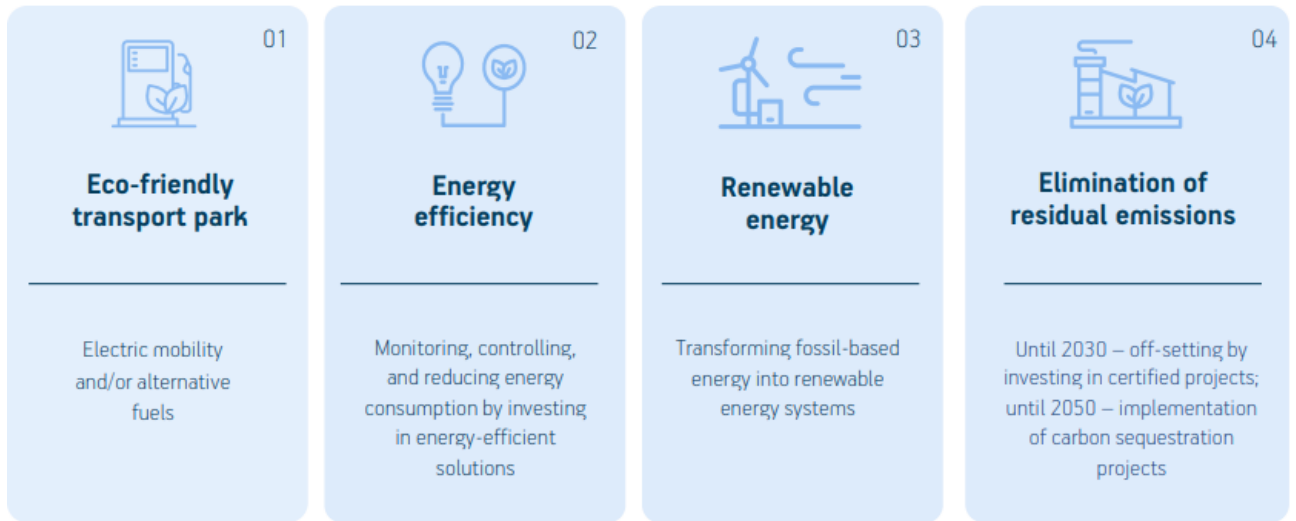
**Company neutrality** – the reduction of CO<sub>2</sub> emissions under the Company's control to net zero by modernising infrastructure and equipment and/or partially offsetting emissions through the purchase of carbon credits.

**Clients** – natural or legal persons who have used the services provided by the Company or intend to use them.

**Partners** – natural or legal persons who have entered into activity, lease, service provision or other agreements, who provide services at airports or otherwise participate in ensuring their infrastructure and operations.

**Stakeholders** – Partners, international organisations, and public authorities involved in the implementation of the Company's Net Zero Strategy and having an impact on the Company's activities.

## 2. NET ZERO STRATEGY FOCUS AND AIMS



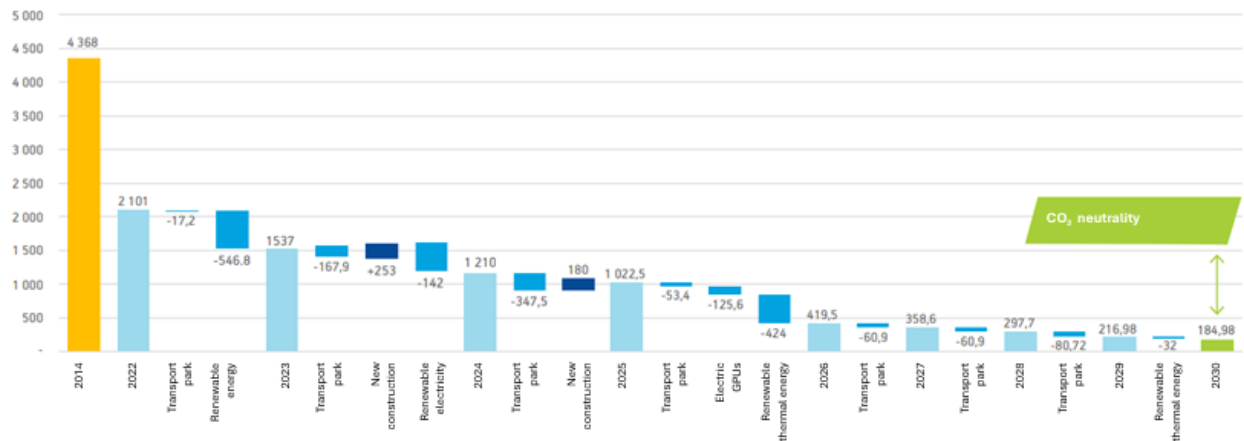
## 3. SITUATION ANALYSIS AND INTERIM RESULTS:

3.1. When assessing the main objective of the Net Zero Strategy, the current status of CO<sub>2</sub> emissions is reviewed:

3.1.1. Vilnius Airport (hereinafter – VNO) is committed to reducing its emissions in accordance with its established carbon neutrality and net zero emissions plan and has reduced its CO<sub>2</sub> emissions by more than half since the first measurement in 2014:

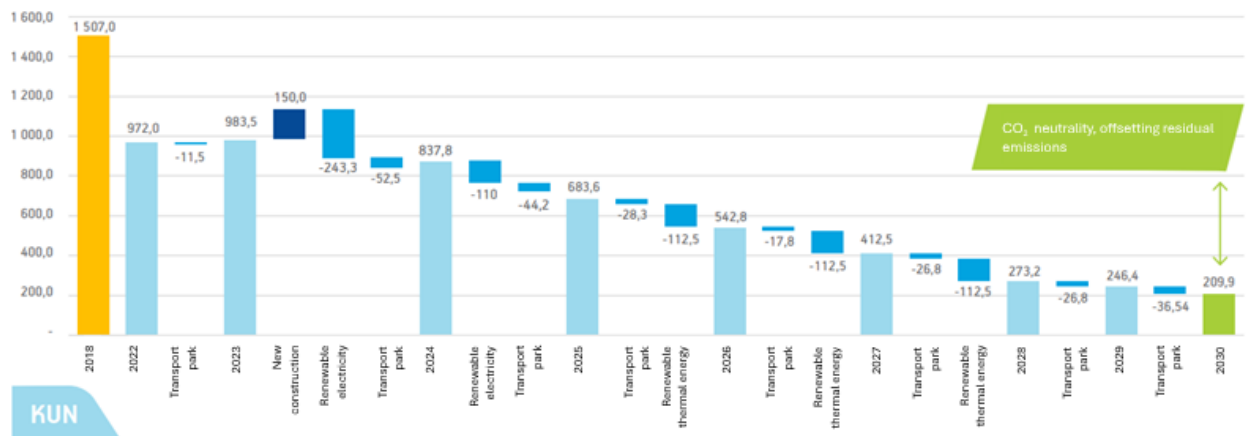
### NEUTRALITY AND ZERO-EMISSIONS PLAN

To achieve net zero CO<sub>2</sub> emissions at Vilnius Airport after 2030, less than 200 tons of CO<sub>2</sub> will need to be offset



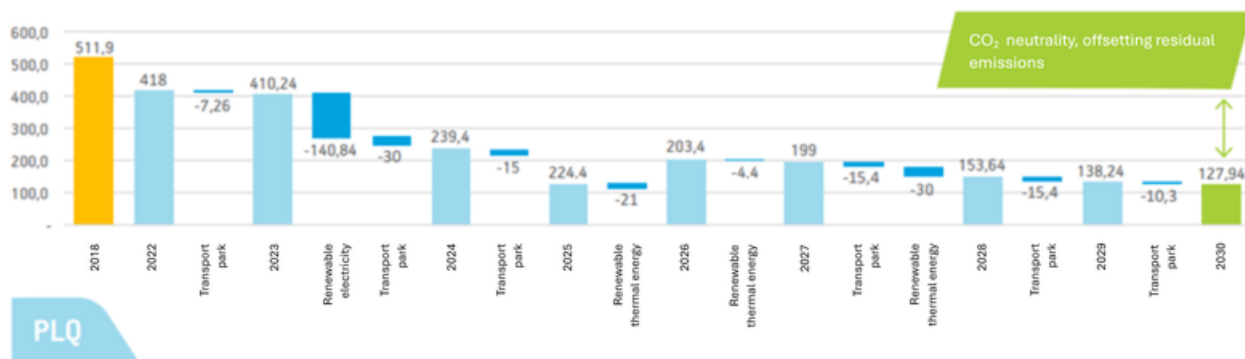
3.1.2. Kaunas Airport (hereinafter – KUN) is committed to reducing its emissions in accordance with its established carbon neutrality and net zero emissions plan and has reduced its CO<sub>2</sub> emissions by more than half since the first measurement in 2018:

To achieve net zero CO<sub>2</sub> emissions at Kaunas Airport after 2030, less than 200 tons of CO<sub>2</sub> will need to be declared



3.1.3. Palanga Airport (hereinafter – PLQ) is committed to reducing its emissions in accordance with its established carbon neutrality and net zero emissions plan and has reduced its CO<sub>2</sub> emissions by more than half since the first measurement in 2018:

To achieve net zero CO<sub>2</sub> emissions at Palanga Airport after 2030, less than 120 tons of CO<sub>2</sub> will need to be declared



3.2. The most important projects that have helped reduce CO<sub>2</sub> emissions at the Company: Scope 1:

- The renewal of the transport park and the use of sustainable diesel have reduced CO<sub>2</sub> emissions by 693 tons since the first measurement date—which accounts for approximately 15% of total emissions

Scope 2:

- Use of electricity from renewable sources – a reduction of up to 50% of total CO<sub>2</sub> emissions, calculated from the first measurement in 2014
- Installation of private renewable energy sources – a reduction to 15% from the first measurement in 2014

Scope 3:

- Upgrade of electrical power systems on aircraft – reduction to 10% from the first measurement in 2018

### 3.3. Interim results of the Net Zero Strategy based on the levels set by the ACA:

No.	Target ACA level	Estimated time to reach the target level	Airport
1.	Level 3	2026	KUN, PLQ
2.	Level 3+	2027	VNO, KUN, PLQ
3.	Level 4	2028	VNO, KUN, PLQ
4.	Level 4+	2030	VNO
5.	Level 4+	2035	KUN, PLQ
6.	Level 5	2035	VNO
7.	Level 5	2040	KUN, PLQ

### 3.4. Legislation forming the Net Zero Strategy:

- Development of Sustainable Aviation Fuel (hereinafter – SAF) – Regulation (EU) 2023/2405 of the European Parliament and of the Council **on ensuring a level playing field for sustainable air transport.**
- Obligation to develop infrastructure for electric and/or hydrogen-powered aircraft – Regulation (EU) 2023/2405 of the European Parliament and of the Council **on ensuring a level playing field for sustainable air transport.**
- Requirements for the use of solar power plants – **Directive (EU) 2024/1275 on the energy performance of buildings**, developed in line with the European Solar Energy Strategy.
- The Law of the Republic of Lithuania on **Alternative Fuels.**
- Requirements for the installation of ground power units (hereinafter – GPUs) at airport parks – Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 **on the deployment of alternative fuels infrastructure.**
- Requirements for equipment providing conditioned air supply to aircraft – Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 **on Union guidelines for the development of the trans-European transport network.**

## 4. ACTION PLAN FOR IMPLEMENTING THE NET-ZERO STRATEGY

### 4.1. Transport:

<b>TRANSPORT</b>				
Number	Year of completion	Name of the measure	Details	The department responsible for implementing the measure
T01	2026	Operational leasing of passenger cars, <b>VNO</b>	In 2026, a new three-year operating lease agreement was concluded for 2 electric, 2 hybrid passenger vehicles, and 6 hybrid SUVs; 4 diesel SUVs, a minibus, and a cargo vehicle were replaced with new, more efficient vehicles.	VNO Operations Department
T02	2026	Operational leasing of passenger cars, <b>KUN</b>	In 2026, a new three-year operating lease agreement was concluded for 4 electric vehicles and 1 hybrid passenger car; 4 diesel SUVs and 6 cargo vehicles were replaced with new, more efficient ones.	KUN Operations Department
T03	2026	Operational leasing of passenger cars, <b>PLQ</b>	In 2026, a new three-year operating lease agreement was concluded for 1 electric vehicle, 1 hybrid passenger car, and 4 hybrid SUVs; 1 diesel SUV and 1 minibus were replaced with new, more efficient vehicles.	PLQ Operations Department
T04		Diesel fuel from renewable sources <b>VNO, KUN, PLQ</b>	As long as heavy-duty vehicles powered by alternative fuels (hydrogen, electricity) are not available on the market, renewable diesel will be introduced, gradually increasing its share of total consumption (Year 1 – 30%).	Operations Department
	2025		25% diesel fuel from renewable sources.	
	2026		50% diesel fuel from renewable sources.	
	2027		60% diesel fuel from renewable sources.	
	2028		75% diesel fuel from renewable sources.	
	2029		90% diesel fuel from renewable sources.	

	2030		100% diesel fuel from renewable sources.	
T05	2025–2026	Renewal of airport maintenance vehicles, <b>VNO</b>	Chemical spreaders, snow blowers, street sweepers, and other heavy-duty vehicles are gradually being replaced as worn-out older vehicles are phased out.	VNO Operations Department
T06	2025–2027	Renewal of airport maintenance vehicles, <b>KUN</b>	Tractors, chemical spreaders, snow blowers, street sweepers, and other heavy-duty vehicles are gradually being replaced as worn-out older models are phased out.	KUN Operations Department
T07	2025–2028	Renewal of airport maintenance vehicles, <b>PLQ</b>	Tractors, chemical spreaders, snow blowers, street sweepers, and other heavy-duty vehicles are gradually being replaced as worn-out older models are phased out.	PLQ Operations Department
T08	2029–2030	Passenger car services, <b>VNO, KUN, PLQ</b>	By 2030, all passenger cars will be replaced by electric vehicles – the Alternative Fuels Law.	Operations Department
T09	2029–2030	Renewal of aerodrome maintenance equipment, <b>VNO, KUN, PLQ</b>	By 2030, all airport maintenance equipment (forklifts, lifts, paint sprayers, generators, etc.) will be replaced with electric models or those powered by renewable fuels.	Operations Department
T10		Hydrogen as a fuel for vehicles	As part of the INTERREG project, the WP5 working group will collaborate with a heavy-duty vehicle manufacturer to modify and test a hydrogen-powered snowplow. The infrastructure changes required for such fuel will also be analyzed and tested. If the project is successful, the installation of hydrogen supply infrastructure and the gradual conversion of heavy-duty vehicles to hydrogen-powered models will be considered.	Safety and Quality Compliance Division
T11	Starting in 2025, every year	Purchase of sustainable chemical de-icing agents for road treatment, <b>VNO, KUN, PLQ</b>	Every year, sustainable chemical de-icing agents are purchased to melt ice from rooftops	Operations Department
T12	2028	Installation of charging stations for electric vehicles and related	The installation of charging stations for electric vehicles is being expanded in employee parking lots and other locations outside the airport grounds	Project Management Division

		infrastructure <b>VNO, KUN, PLQ</b>		
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#### 4.2. Electricity:

<b>ELECTRICITY</b>				
<i>Number</i>	<i>Year</i>	<i>Name of the measure</i>	<i>Details</i>	<i>The department responsible for implementing the measure</i>
E01	2026	Purchase of guarantees of origin <b>VNO, KUN, PLQ</b>	100% of the electricity consumed by airports and Partners is sourced from renewable energy sources, as evidenced by certificates of origin.	Safety and Quality Compliance Division
E02	2026–2030	New and renovated buildings with rooftop solar power systems <b>VNO, KUN, PLQ</b>	The EU Solar Energy Strategy aims to establish a requirement to install solar power systems: by 2026 on the roofs of all new commercial and public buildings, and by 2027 on the roofs of all existing commercial and public buildings with a suitable roof area of more than 250 m <sup>2</sup> .	Project Management Division

#### 4.3. Thermal energy:

<b>THERMAL ENERGY</b>				
<i>Number</i>	<i>Year</i>	<i>Name of the measure</i>	<i>Details</i>	<i>The department responsible for implementing the measure</i>

Š01	2023–2026	Thermal energy from renewable energy sources, <b>VNO</b>	Remain connected to the central grid of AB “Miesto gijos”. In accordance with their long-term strategy through 2040, the share of energy generated from renewable sources (primarily biofuel) will reach 93% between 2023 and 2026.	Operations Department
Š02	2040	Thermal energy from renewable energy sources, <b>VNO</b>	In accordance with UAB Vilniaus šilumos tinklai long-term strategy through 2040, the share of energy generated from renewable sources (primarily biofuel) will reach 100% by 2030.	Operations Department
Š03	2035-2040	Reducing CO2 emissions from heating by purchasing gas produced from renewable sources with guarantees, or by renovating buildings to incorporate sustainable solutions , <b>KUN and PLQ</b>	By 2035, as part of the transition to ACA Level 4+, purchase gas from renewable sources or gas with guarantees of origin; by 2040, this gas must account for 100% of consumption/ Or, the terminal’s heating system is gradually being upgraded to electric heat pumps for heating and cooling.	Operations Department

#### 4.4. Buildings:

<b>BUILDINGS AND ENERGY EFFICIENCY</b>				
Number	Year	Name of the measure	Details	The department responsible for implementing the measure
P01	2023–2030	Use of LEDs, <b>VNO, KUN and PLQ</b>	At all airports, more than 90% of all light fixtures are LED; the remaining non-LED fixtures are located in rarely used areas and are being replaced with LED fixtures as needed or when they break down.	Operations Department
P02	2026	New and renovated buildings are designed to incorporate heating and cooling systems	Starting in 2026, all newly constructed or renovated buildings will be equipped with heating and cooling systems that use renewable energy.	Infrastructure Department

		that use renewable energy <b>VNO, KUN and PLQ</b>		
P03	2023–2030	Building Management Systems (BMS), <b>VNO, KUN, PLQ</b>	The installation of the PLQ BMS is planned in conjunction with the terminal HVAC project. The VNO BMS is continuously being updated as new facilities are gradually connected. The KUN BMS has been installed in the new terminal.	Infrastructure Department
P04	2028	<b>KUN</b> runway renovation	The KUN runway is being renovated, and LED lights are being installed to replace the old halogen lights	Infrastructure Department
P05	2027	List of new construction projects	A list of mandatory measures for construction and renovation is being prepared and coordinated internally	Safety and Quality Compliance Division, Infrastructure Department

#### 4.5. Partners and other emissions:

<b>THIRD SCOPE EMISSIONS</b>				
Number	Year	Name of the measure	Details	The department responsible for implementing the measure
S3-01	2025–2026	Aircraft power supply systems at distant parking areas, <b>PLQ</b>	PLQ will purchase two mobile electric GPU, and an additional two FGPU units, along with parking spaces, will be installed as part of the military mobility project.	Operations Department
S3-02	2026	Portable power supplies <b>KUN</b>	KUN will purchase 2 mobile electric GPUs.	Operations Department
S3-03	2028	The process of organizing business trips	The Company's business travel organisation process is being updated by incorporating measures to reduce CO <sub>2</sub> emissions associated with employee travel within Lithuania and abroad. Employees will be encouraged to choose sustainable travel solutions and practices, including avoiding	Safety and Quality Compliance Division, People and Culture Department

			trips that can be replaced by remote meetings; coordinating the timing and routes of domestic travel to ensure fully staffed vehicle occupancy; selecting buses or trains for international travel up to 500 km; and, for longer-distance travel (where feasible), choosing direct flights operated by more sustainable airlines (where possible), as well as contributing to airline CO <sub>2</sub> reduction initiatives.	
S3-04	2029	Supply of conditioned air to aircraft parked at the aprons, <b>VNO</b>	Mandatory requirement under Regulation (EU) No 1315/2013 of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network (TEN-T Regulation), stipulating that conditioned air must be supplied to aircraft at standstill when using air transport infrastructure (VNO – at all contact stands used for commercial flights). Requirement – 7 units of either fixed or mobile equipment.	
S3-05	2039	Ground support vehicles and equipment powered by renewable energy	Provisions are being included in contracts with ground handling companies regarding the use of vehicles and equipment powered by renewable energy at aerodromes. The Company's ground handling operations—fuel refuelling, de-icing, and baggage and cargo loading/unloading—are carried out by independent companies. Most of them have set sustainability targets; therefore, the Company commits to cooperating with and promoting their implementation. The main source of CO <sub>2</sub> emissions from aircraft ground handling is transport and equipment (fuel trucks, de-icing vehicles, tugs, buses, loaders, etc.). Although some specific ground handling equipment currently has no available zero-emission or fuel-efficient alternatives on the market, a gradual electrification of ground handling equipment is planned in the future. The use of alternative renewable fuels such as biodiesel, renewable gases, or hydrogen is also being explored (e.g., in heavy transport and buses).	Operations Department
S3-06	2026	De-icing of aircraft	CO <sub>2</sub> emissions resulting from aircraft de-icing and anti-icing materials have been included in the CO <sub>2</sub> footprint calculation since 2023. Following the commissioning of a	Operations Department

			<i>de-icing wastewater treatment facility, CO<sub>2</sub> emissions associated with wastewater generated during aircraft de-icing will be reduced, and long-term solutions will be adopted in line with sustainability criteria.</i>	
S3-07	2030	<i>Ground transportation</i>	<i>Passenger transport to and from airports accounts for approximately 11% of total airport CO<sub>2</sub> emissions. The Company commits to adopting measures that encourage travellers to choose sustainable modes of transport to access the country's airports, such as sustainable public transport, railways, hybrid vehicles, electric vehicles, and others. It also commits to cooperating with municipalities to improve ground transport infrastructure, enabling travel on foot, by bicycle, scooter, and similar means.</i>	<i>Safety and Quality Compliance Division, People and Culture Department, Compliance Division</i>
S3-08	2026	<i>Involvement of Partners</i>	<i>The Company commits to developing, by 2027, a Sustainable Collaboration and Stakeholder Engagement Plan/Guidelines for partner stakeholders, and to presenting it to key operational partners.</i>	<i>Safety and Quality Compliance Division, People and Culture Department, Compliance Division</i>
S3-09	2035	<i>Setting common goals with Partners</i>	<i>The Company commits to developing, by 2035, a joint CO<sub>2</sub> reduction plan with partners, involving key operational stakeholders.</i>	

#### 4.6. Strategy Communication and Monitoring

<b>STRATEGY COMMUNICATION AND MONITORING</b>				
<i>Number</i>	<i>Year</i>	<i>Name of the measure</i>	<i>Details</i>	<i>The department responsible for implementing the measure</i>
<i>K01</i>	<i>Every year</i>	<i>ACA Report</i>	<i>By March 31 of each year, the CO<sub>2</sub> Scope 1, 2, and 3 emissions footprint for the previous year is calculated using the ACA methodology.</i>	<i>Safety and Quality Compliance Division</i>
<i>K02</i>	<i>As needed</i>	<i>Strategy review</i>	<i>periodically review the Net Zero Strategy and submit proposals for its update and amendments to the Company's CEO.</i>	<i>Safety and Quality Compliance Division, other relevant departments</i>

K03	As needed	Communication on the Progress of the Strategy	The Company communicates transparently and effectively about its sustainability activities and their impact to Partners, the public, and other Stakeholders.	Safety and Quality Compliance Division, Communications Division
K04	2026	Strategic integrity	The goals of the Net Zero Strategy are integrated into the Company's overall strategic business plan.	Safety and Quality Compliance Division

## 5. FINAL PROVISIONS

5.1. The Net Zero Strategy and the plan for its implementation are approved by the Company's CEO.

5.2. The report on the Net Zero Strategy and the action plan for its implementation (hereinafter referred to as the Net Zero Report) is prepared by the Sustainable Aviation Project Manager of the Safety and Quality Compliance Division of the Safety, Security, and Resilience Department (hereinafter referred to as the Sustainable Aviation Project Manager), in collaboration with the implementing units.

5.3. The Net Zero Report is prepared annually in the first quarter and submitted to ACA auditors in accordance with the Company's commitment of 16 June 2019 to Airports Council International. The Net Zero Report is presented to the Company's top-level management and Board.

5.4. Proposals for changes to the Net Zero Strategy are submitted to the Company's CEO by the sustainable aviation project manager.

5.5. As part of its Net Zero Strategy, the Company is joining sustainability initiatives and organizations that contribute to achieving the sustainability goals of the Net Zero Strategy.

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