Belgrade Nikola Tesla Airport

Decarbonisation Roadmap

TOWARDS NET ZERO EMISSIONS (2018-2050)

BELGRADE AIRPORT

VINCI AIRPORTS

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VINCI AIRPORTS, 1ST PRIVATE AIRPORTS OPERATOR IN THE WORLD

14
countries

+70
airports

18,000
employees

318m
passengers

€4,5bn
revenue

3 LEVERS TO MOVE TOWARDS NET ZERO EMISSIONS

A pioneer in the sector, in 2016 VINCI Airports became the first airport operator in the world to define a global policy to control and reduce its environmental impact and integrate it in all its development projects.

In 2018, defined an action plan and a reduction trajectory in line with the IPCC's 1.5°C scenario for each consolidated airport, to achieve Net Zero emissions by 2030 in airports in the European Union, and London Gatwick; and Net Zero by 2050 in airports in the rest of the world. All the airports in the network are committed to an ambitious and concrete environmental transition path, involving the entire airport ecosystem in this approach, working with partners on a local and international scale.

Our priority is to decarbonise our operations and, more broadly, to support the decarbonisation of the airport sector, in conjunction with local authorities. This ambition for transformation inspires all our projects, investments and innovations, in both the contracting and operating phases. Our environmental plan is built around three priorities:

EXEMPLARY ON OUR SCOPE 1 & 2

ACT ON THE VALUE CHAIN AND TERRITORIES

INVEST IN DECARBONISATION BUSINESSES

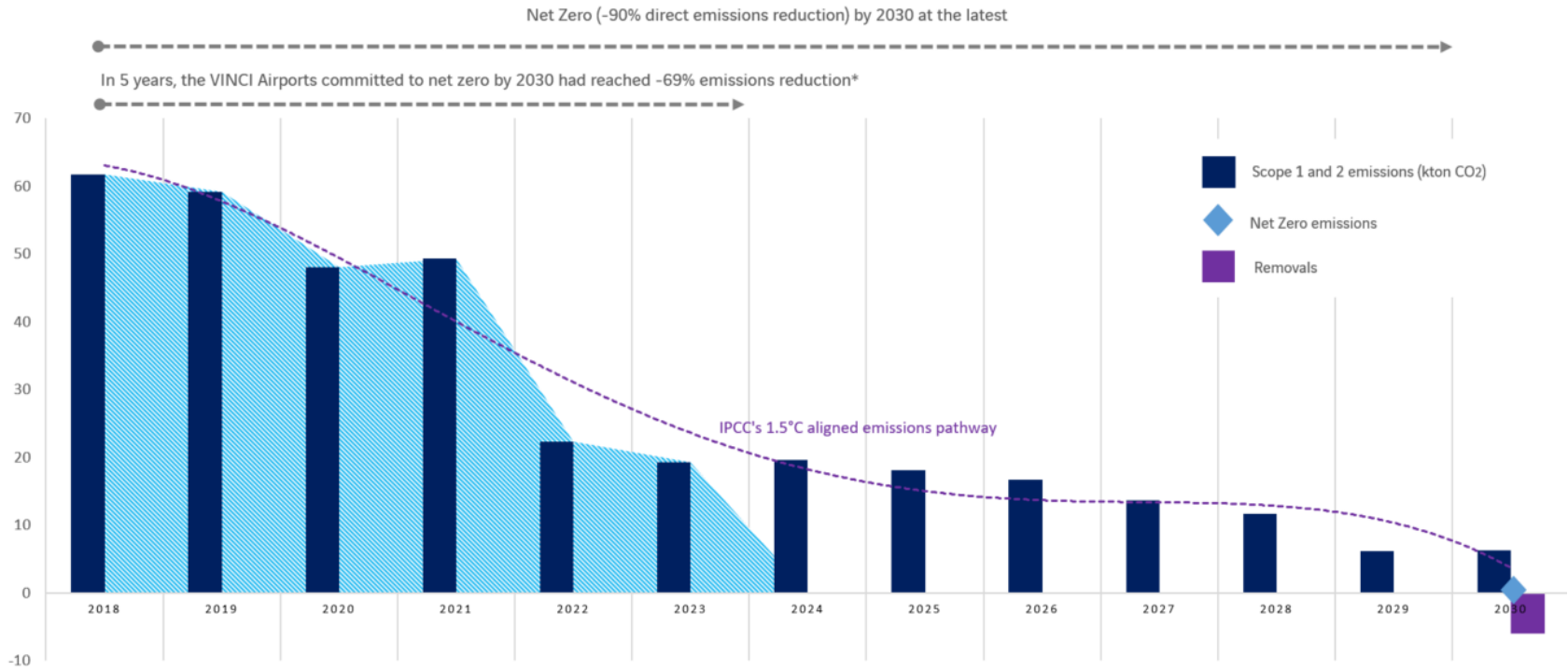
EXEMPLARY ON OUR OWN SCOPE

ACHIEVEMENTS

-53%
OF OUR CARBON FOOTPRINT
SCOPE 1 & 2 (vs. 2018)

70 MWp
OF PHOTOVOLTAIC PLANTS

60
ACA ACCREDITED AIRPORTS
(20 Level 4+ & 4 Level 5)



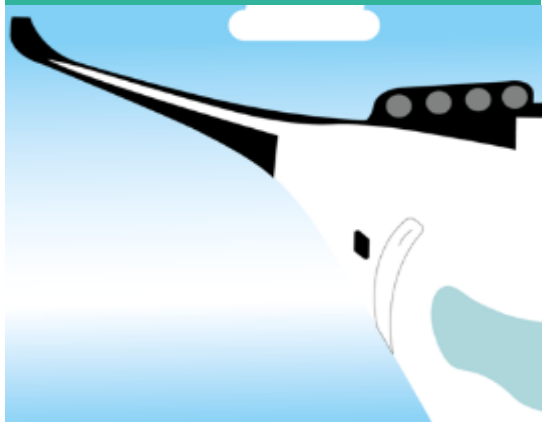
By 2024 and across its *global network*, VINCI Airports has achieved 53% reduction of its direct emissions by implementing renewable energy, energy efficiency measures, LED re-lamping (passenger terminal buildings, aprons, runways and taxiways, passenger carparks), low emission fleets, among other actions.

All the aforementioned initiatives respond to the core of VINCI Airport's environmental strategy: being exemplary on its own scope, representing the first step consistent with the global goal of achieving net-zero emissions.

ACTING ON THE VALUE CHAIN AND TERRITORIES

One of the most critical issues on the path to net zero is the collaboration with various stakeholders and third parties for the reduction of indirect emissions (Scope 3), both upstream and downstream. For our airports, these can represent the majority of emissions, ranging from 90% to over 95% of their total greenhouse gas (GHG) emissions. While technology and emerging innovations, like hydrogen-fueled aircraft, will play an important role for Scope 3 reduction, there are several actions and strategies already in place to make an impact now.

HYDROGEN



Creation of a large fund for clean hydrogen infrastructure in partnership with Total Energies and Air Liquide + MoUs signed in France / Portugal / Chile / Japan

SUSTAINABLE AVIATION FUELS

Sustainable Aviation Fuels available at 10 airports

Active exploration of partnerships / solutions for implementation of SAF

MoU was signed between H2yGEN/H2V for the study of e-SAF supply to Lyon-Saint Exupéry and transalpine airports

MODULATION OF LANDING FEES

World premiere: VINCI Airports launches the carbon modulation of airport charges to encourage fleet renewal and to promote SAF usage (France, Gatwick, Edinburgh, and Serbia)

FOREST CARBON SINKS

Investment in carbon sinks with local benefits to address residual emissions

To us, installing EV charging stations on and around our airports fuel the ambition to decarbonise the whole chain of mobility. In the VINCI Airports network globally we have deployed 823 EV charging points available to our employees, operations, and third parties.

Additionally, 75 % of our contact stands are now equipped to have 400Hz ground power units and a growing share also provide pre-conditioned air (PCA), allowing the aircraft to turn off its auxiliary power unit (APU) and reduce emissions associated with fuel burn.

Belgrade Airport

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BELGRADE NIKOLA TESLA AIRPORT

SPECIFICATIONS

Opened in 1962, Belgrade Nikola Tesla Airport is Serbia's main international gateway and the country's largest airport. It stands as a key hub in Southeast Europe and is among the most dynamic airports on the continent, with a remarkable traffic growth of around 50% compared to 2018.

In 2024, BEG served approximately 8.4 million passengers, connecting them to 135 destinations via 33 airlines, including 5 long-haul routes.

Since 2018, the airport has undergone a major modernization and expansion program, including:
40.000m² passenger terminal expansion, 29 new check-in counters, 9 additional passport control counters and 12 new gates, new runway, 11 additional aircraft parking stands.
Innovations introduced – separation of departing and arriving passengers, modern centralized security control and open space boarding gates, travellators.

The airport has been recognized three times as the Best Airport in Europe (5–15 million passengers category) by ACI Europe, and has received a total of 10 awards (including Airport with the Most Dedicated Staff in Europe, Most Enjoyable Airport in Europe and Cleanest Airport in Europe).

BELGRADE AIRPORT

CONTRACT

On March 22, 2018, VINCI Airports entered into a 25-year agreement with the Government of the Republic of Serbia for the concession of Nikola Tesla Airport. The concessionaire assumed operational management of the airport on December 22, 2018. Belgrade Airport, as the concessionaire, operates Nikola Tesla Airport throughout the duration of the concession, applying the international expertise and best practices of its parent company, VINCI Airports.

The comprehensive project of modernization, reconstruction, and expansion of the airport aims to significantly enhance capacity, comfort, efficiency, and the overall passenger experience, thereby reinforcing Belgrade Nikola Tesla Airport position as the leading airport in the Southeast Europe

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02

Our Transition

REDUCTION OF GREENHOUSE GAS EMISSIONS

The Airport Carbon Acceditation and the improvement of the airport

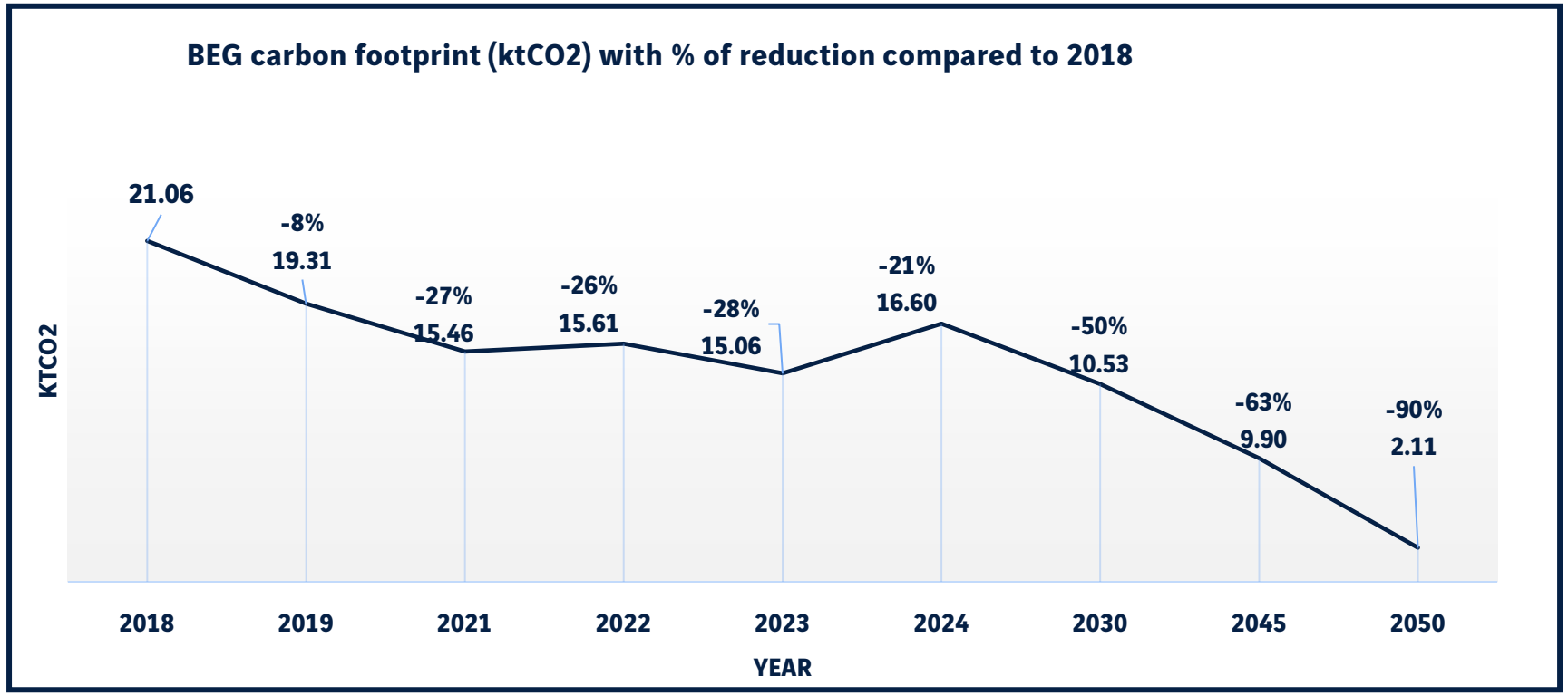
2019	2022	2024	2030	2050
ACA 1	ACA 2	ACA 3	Objective ACA 4	Objective ACA 5

Disclaimer: Concession period up to 2045, period 2045-2050 under responsibility of the concession Grantor.

03

Our Net Zero Commitment

OUR BASELINE, TRAJECTORY AND NET ZERO COMMITMENT



ENERGY
- 1 MMp solar plant
- New Heating Plant
- CHP

BUILDINGS
- 96% LED for PTB
- Energy savings programme

VEHICLES
- Electrification of GSE
- Solar EV chargers

Disclaimer: Concession period up to 2045, period 2045-2050 under responsibility of the concession Grantor.
2020 Not included due to COVID

REDUCTION OF SCOPE 1&2 GREENHOUSE GAS EMISSIONS

SCOPE 1&2 EMISSIONS	DELIVERED / SOON IN OPERATION	UPCOMING
ENERGY	• 96% LED Airport • 1 MWp solar plant for our needs • Installation of new heating plant of 44 MW using natural gas instead of heavy oil • CHP – trigenerative system producing heating, cooling and electricity	• Extension of solar plant capacity to reduce electricity consumption from the national grid, which is highly carbon-intensive, with future consideration of energy storage solutions • Installation of smart metering system • Utilization of waste energy streams by means of heat pumps • Switching from natural gas to green sources (biogas, geothermal energy, etc.)
BUILDINGS	• 96% LED in PTB • Energy saving program (optimisation of temperature setting points in PTB & offices)	• Improving efficiency of energy consumption and heat generation/utilization and cooling performance • Imposing a set of energy utilization rules towards tenants
VEHICLES	• Electrification of operational vehicles and equipment and expansion of charging capacity for electric vehicles	• Improvement of elec. consumption monitoring through the smart metering system • Installation of solar powered EV chargers

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04

Acting on the value chain and beyond

REDUCTION OF SCOPE 3 GREENHOUSE GAS EMISSIONS:

Mapping of current Scope 3 Emissions :

APU + ENGINE TEST

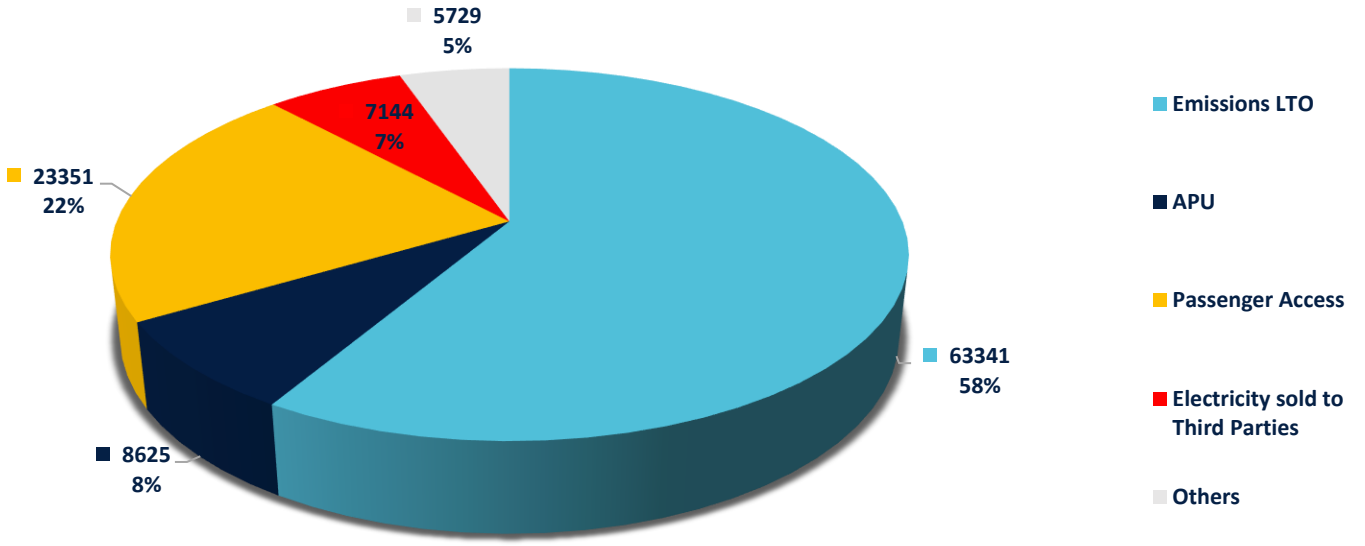
LTO Cycle (LANDING AND TAKE OFF)

ACCESS FROM PAX/STAFF TO AIRPORT

3RD PARTY ELECTRICITY

OTHERS *(Waste treatment, wastewater treatment, employees business travel, travel by airport employees, engine testing, third-party GSE)*

Sources of 2023 Scope 3 Emissions (tCO2)



REDUCTION OF SCOPE 3 GREENHOUSE GAS EMISSIONS:

SCOPE 1&2 EMISSIONS	DELIVERED / SOON IN OPERATION	UPCOMING
VEHICLES	• Electrification of the GSE has been already delivered • Rising awareness of the third parties on energy efficiency	• Fast charging station for electric vehicles in public parking areas • Installation of solar EV chargers at public parkings • Installation of smart metering system
AIRCRAFT	• Carbon modulation • PCA/400Hz power supply have been installed	• Monitor the usage of the APU • Considering of SAF availability at the airport - Finding opportunities with stakeholders (airlines, institutes, industry…) to use SAF
PASSENGERS	• Ongoing construction of a railway line that will connect the airport with the city center • Solar EV chargers an public parking areas	• Promotion of environmentally-friendly modes of transportation (electric cars, carpooling / bike…)

All these actions illustrate the concrete deployment of the environmental strategy of VINCI Airports, the 1st airport operator to have developed an integrated environmental policy across its entire network and committed, alongside local authorities and industry, to preparing the low-carbon aviation of tomorrow.

BELGRADE AIRPORT

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05

Acting for the Climate through Carbon Sinks

PARTICIPATION IN AFFORESTATION AND ENVIRONMENTAL INITIATIVES: "LUNGS OF BELGRADE"

Collaboration with the NGO Discover Serbia and the Municipality of Surčin in the afforestation of 500 hectares of land

Partnership involving a range of socially responsible and environmentally impactful activities, with a focus on afforestation — planting 5,000 trees as part of the Belgrade Airport Forest project.