

# Billund Airport

## Zero Emission Airport 2030

October 2026

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 Zero Emission Airport within our own control 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 87%. 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 more sustainable aviation industry.

This roadmap serves as an instrument to guide our path towards Net Zero Emissions.

**Jan Hessellund**
CEO at Billund Airport



# About Billund Airport

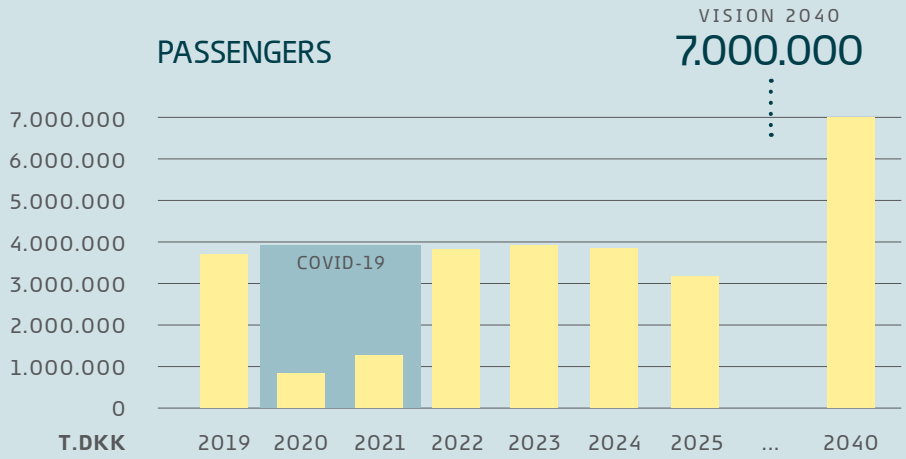
Billund Airport is West Denmark's international airport and the second largest airport in Denmark. Our airport is the primary gateway to the West Danish region.

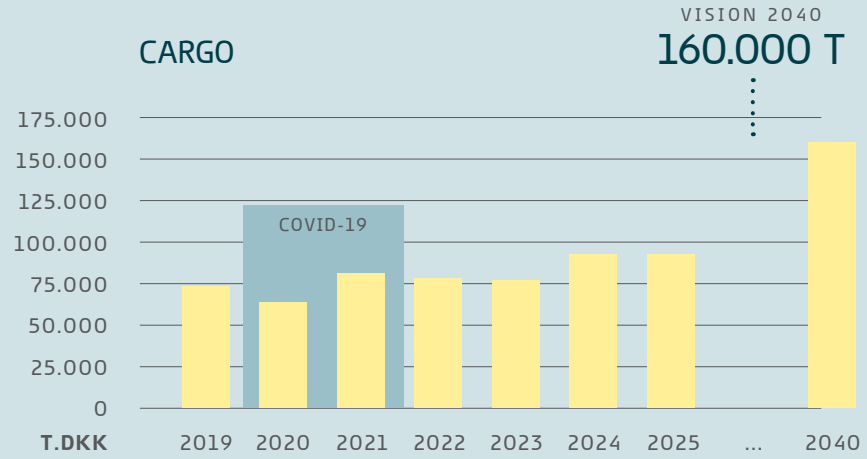
In 2025, we handled well over 3 million passengers. Nearly all passengers travelling through Billund Airport travel internationally. Of all passenger traffic in 2025, 32% was business-related, 20% was visiting friends and relatives (VFR), and 48% was leisure-related. Overall, more than 40% of passengers were inbound travellers to Western Denmark.

PASSENGERS IN 2025
3.058.891

CARGO TONNAGE IN 2025:
86.456

## Billund Airport in numbers



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 $CO_2e$-emissions by 90% in 2030 compared to 2019 levels.

### Airport Carbon Accreditation

We have reached the second level of accreditation (reduction) 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 5 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 and heat.

**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.

# Decorbonizing Billund Airport

## Reducing emissions within our control

**Over the course of the past six years, we have witnessed the results that our decarbonization commitments have yielded.** From 2019 (baseline) to 2025, we have reduced $CO_2$e-emissions within our control by 87%. 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 2025, we compensated for 883 $tCO^2e$, which covers the residual emissions from our market-based inventory (scope 1+2) and business travel emissions. This accounting method has been applied to guide our progress, as it captures the contractual arrangements that have been purposefully made for our electricity supply. Moving forward, we will intensify the implementation of concrete reduction initiatives, leaving carbon removal for only hard-to-abate emissions.

## SCOPE 1+2

### Implementation tracks



Transportation

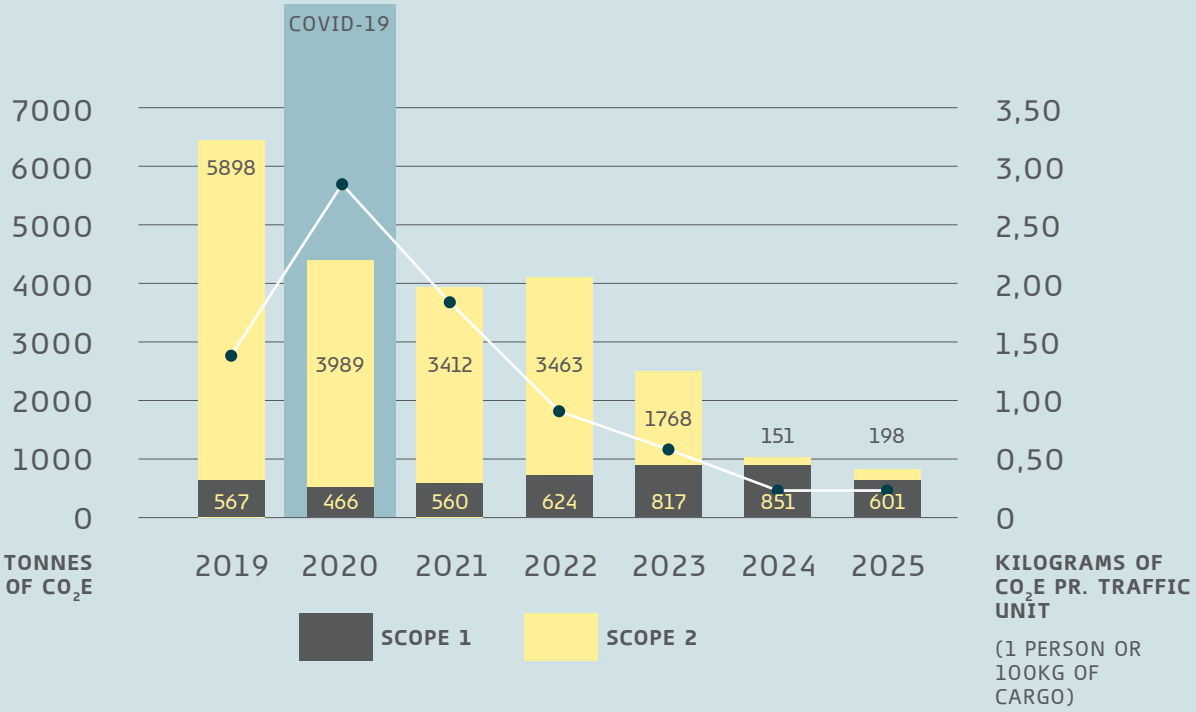


Buildings and airfield



De-icing

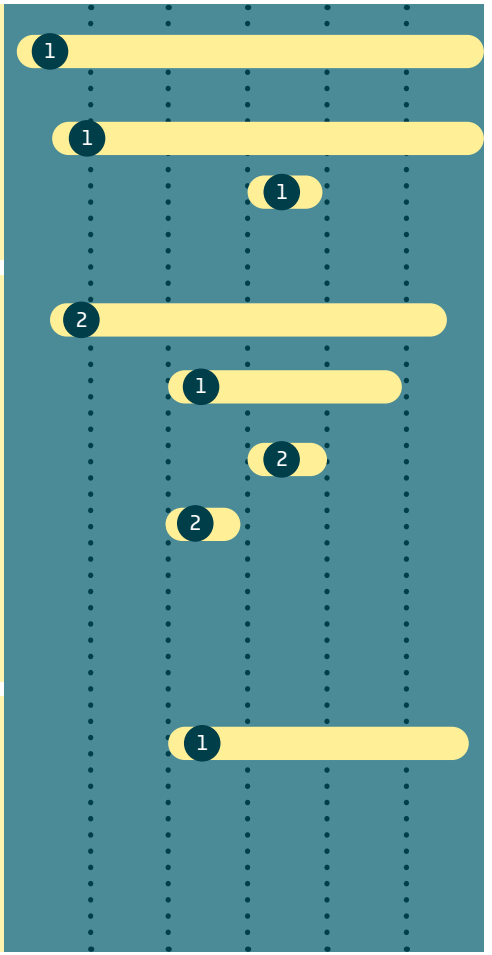
GREENHOUSE GAS EMISSIONS (2019-2025)



Roadmap - Scope 1 & 2

# Planned reduction measures

| WHAT HAVE WE DONE | | PLANNED MEASURES |
|---|---|---|
| We have replaced fossil vehicles with electric ones. In 2023, 60% of all vehicles are electric. | Transportation | Continue switching to electric vehicles, as our operating vehicles are worn-out in cases where the expected lifetime mileage equalizes the carbon debt from production.<br><br>Expand the range of charging facilities alongside a growing fleet of electric vehicles.<br><br>Implement a more restrictive idling policy to secure fuel effective driving. |
| 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.<br><br>Since 2024, we have secured an electricity supply that is generated from 100% renewable energy through certificates. | Buildings and airfield | Replace and upgrade ventilation systems to more intelligent and energy efficient solutions.<br><br>Broaden out the coverage of district heating and installation of heat pumps to reduce consumption of natural gas.<br><br>Install LED-lighting on our airfield and runway during a planned renovation before 2028.<br><br>Develop and implement a policy to set requirements for energy efficiency measures when investing in new assets. |
| We have implemented a GPS-controlled application to enable a more resource-effective runway de-icing process. | De-icing | Explore opportunities to source more sustainable alternatives to conventional surface deicing products. |



# Stakeholder engagement plan

## Reduction measures for value chain emissions

Value chain collaboration is imperative to a systemic transformation of the aviation industry. The ability to achieve absolute decoupling and deliver large-scale emissions reductions is contingent on a joint effort, where the entire value chain shares experience and knowledge – and supports each other in taking responsibility for the implementation of reduction measures. As an airport, we hold a central position in the value chain with points of contact to many groups of external stakeholders. We wish to utilize this and engage in dialogues concerning decarbonization matters to fertilize the ground for collaborative projects. The following aims to describe the scope of our stakeholder engagement and outlines our planned actions to reduce our value chain emissions.

| Scope 3 emissions | Unit | 2025 |
|---|---|---|
| C3: Fuel- and energy-related activities | $tCO^2e$ | 673 |
| C5: Waste generated in operations | $tCO^2e$ | 187 |
| C6: Business travel | $tCO^2e$ | 82 |
| C7: Employee commuting | $tCO^2e$ | 1618 |
| C11: Use of sold products | $tCO^2e$ | 338503 |
| C13: Downstreamed leased assets | $tCO^2e$ | 273 |

**Materiality assessment**

As a starting point of our value chain collaboration a stakeholder mapping has been conducted by our ESG Steering Committee to enable a prioritization of our effort based on the amount of carbon emissions as well as our ability to seek influence over decarbonization matters. Based on this, six implementation tracks were defined, each of which reflects a group of stakeholders or a focus area that is directly linked to a source of scope 3-emissions.

## SCOPE 3

### Implementation tracks

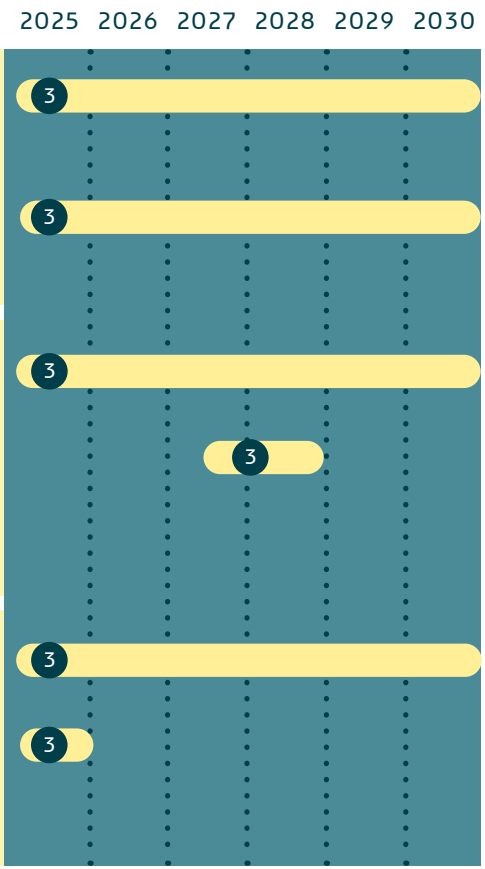


Roadmap - Scope 3

# Planned reduction measures

Continued from previous page

| WHAT HAVE WE DONE | | PLANNED MEASURES |
|---|---|---|
| From 2019 to 2025, we increased our share of recycled waste by 14,5 percentage points. | Circular Economy | Reduce total waste and ensure that at least 70% of the total waste will be circulated by 2030<br><br>Make circularity an integral aspect for the construction of new buildings, including both materials selection and end-of-life scenarios. |
| 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) | Airlines | Continue engaging with airlines and innovation clusters to accelerate the development and implementation of sustainable aviation fuels.<br><br>Explore alternative routes and operations to reduce emissions related to the landing and take-off cycle of aircraft (up to 3000 ft). |
| We have installed charging facilities for electric vehicles in passenger parking zones | Passengers | Engage with partners and authorities to improve the infrastructure for public transportation to make it a more viable option for passengers and employees.<br><br>Expand our number of charging facilities for electric vehicles. |



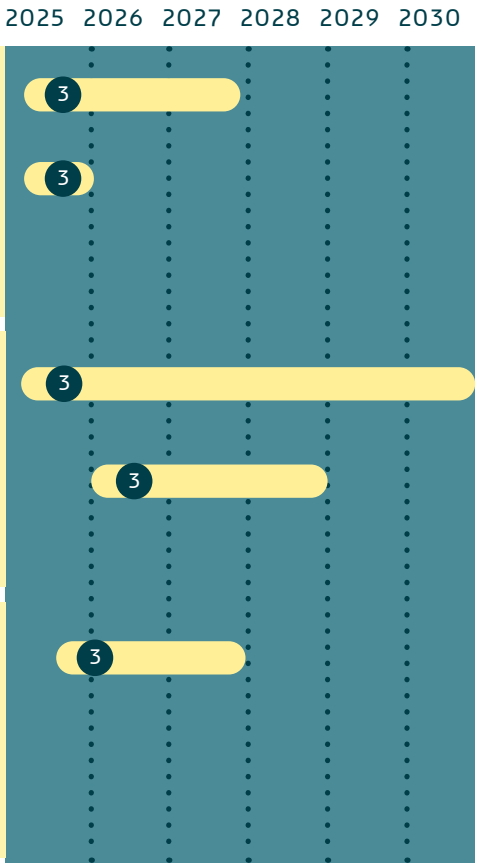

SCOPE NO. 3

Roadmap - Scope 3

# Planned reduction measures

Continued from previous page

| WHAT HAVE WE DONE | | PLANNED MEASURES |
|---|---|---|
| We have installed charging facilities for electric vehicles in employee parking zones. | Employees | Develop a course to raise awareness about sustainability and train employees to take part in driving a sustainable development.<br>Expand our number of charging facilities for electric vehicles. |
| We have launched waste reduction initiatives (e.g. too-good-to-go) and created an infrastructure for efficient waste sorting. | Tenants | Engage with tenants to align ambitions and identify potentials for joint decarbonization projects<br>Incorporate biodiversity concerns into land use management |
| We engage in dialogues with relevant suppliers to ensure compliance with EU regulation, including EPR, PPWR and EUDR | Suppliers | Increase supplier engagement to co-develop category-specific solutions for a reduced footprint from purchased goods and services. |




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.

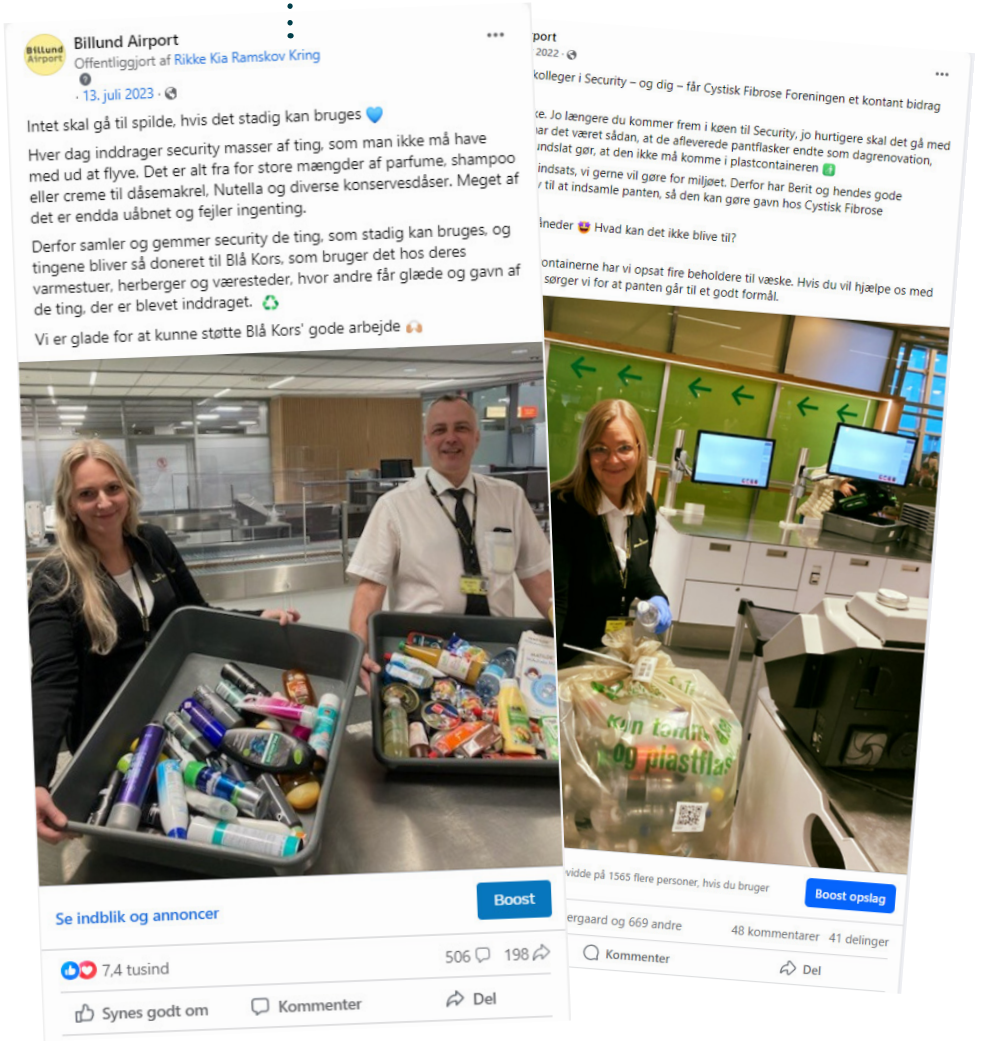
## REVISION

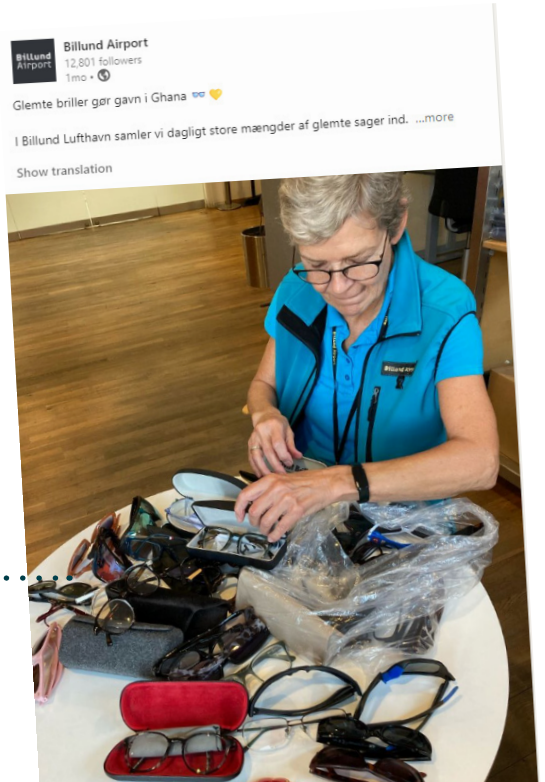
This roadmap constructs the foundation upon which a detailed implementation plan will be developed. Several uncertainties surround the onwards development. Therefore, the roadmap is considered a dynamic document, which will be revised regularly by the steering committee.

# 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.




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



# **Billund** Airport

Zero Emission Airport 2030

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