

Environmental and climate policy for Billund Airport A/S

Memo



26 JANUARY 2021

Sustainable development

Billund Lufthavn A/S

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Summary

Our position on environment and climate

At Billund Airport, we recognise the global environmental and climate agenda and believe that airports share a responsibility to ensure that society has a sustainable future. That is why environmental and climate considerations are fundamental to sustainable development and a sound business model at Billund Airport.

We will consider the environment and the climate in our activities throughout Billund Airport and will apply our knowledge and experience to achieve the most responsible results for the airport, for our customers and for society.

Our impacts on the environment and the climate concern not just the day-to-day running of the airport, our consumption of resources and the actions of all employees, but also the indirect impacts that occur through the products and services that our partners provide.

Based on a precautionary approach, we will work hard to minimise negative environmental and climate impacts, proactively promoting environmental responsibility and sustainable technologies in relevant areas at the airport.

Our overall objectives for the environmental and climate policy

Consideration of the environment and the climate is fundamental to all our decisions where relevant. We aim to establish an environmentally aware workplace culture that supports our visions and goals around environmental and climate issues.

Our environmental and climate activities must be visibly communicated and known by all employees at Billund Airport and by our main external stakeholders.

Our tenants, partners and third-party companies at the airport must know and adhere to Billund Airport's environmental and climate policy.

Vision and position

Our vision for the environment and the climate

Billund Airport will be known as an environmentally-friendly and climate-friendly airport in Denmark.

Responsibility for the environmental and climate policy

Strategic responsibility: Jan Hesselund, CEO

Contact: jhe@bll.dk

Day-to-day responsibility: Anders Nielsen, Head of Sustainable Development

Contact: ani@bll.dk

The policy has been approved by Billund Airport's executive committee.

Organisation supporting the environmental and climate policy:

Role	Person	Department
Overall responsibility	Jan Hesselund, CEO, jhe@bll.dk	Executive committee
Steering committee	Management group	
Overall policy implementation	Anders Nielsen, Head of Sustainable Development, ani@bll.dk	Sustainable development
Responsibility for drawing up the policy	Mette Askholm, Environmental Coordinator mga@bll.dk	Sustainable development
	Anders Nielsen, Head of Sustainable Development, ani@bll.dk	Sustainable development
Contributors and executives	Directors, area managers, heads of department	

Our overall objectives for the environmental and climate policy

Consideration of the environment and the climate is fundamental to all our decisions where relevant. We aim to establish a workplace culture that supports our visions and goals around environmental and climate issues.

Our activities under the UN Sustainable Development Goals must be visibly communicated and known by all employees at Billund Airport and by our main external stakeholders.

Our tenants, partners and third-party companies at the airport know and adhere to Billund Airport's environmental and climate policy.

The environmental and climate policy addresses four main areas:

1. Noise. We will work continuously to minimise noise propagation from Billund Airport
2. Drainage. We will ensure responsible handling of surface water and wastewater from Billund Airport

3. Resources. We will continue to develop circular and responsible resource consumption in the day-to-day operation and development of Billund Airport
4. Energy. We will offset the company's CO₂ emissions from 2020 and work towards becoming a zero emission airport by 2030.

Alignment with the UN Sustainable Development Goals


Billund Airport's environmental and climate policy and supporting policies are aligned with the following UN Sustainable Development Goals (SDGs).

There is a supporting policy for each policy area, defining indicators for relevant UN SDGs and targets. Relevant goals and targets are set out in the next section.

Noise

Aircraft noise exposure in the surroundings is a very significant environmental impact. Noise exposure is subject to measures laid down in the airport's environmental approval for noise exposure. The approving authority is Billund Municipality.

We aim to satisfy the conditions that have been imposed. In noise categories, we aim to do better than the environmental approval where this is possible and commercially reasonable. The airport's focus on noise exposure over and above the conditions that have been imposed is based on UN SDG 11.3 concerning sustainable cities and communities.

	<p>11.3 By 2030, enhance inclusive and sustainable urbanisation and capacity for participatory, integrated and sustainable human settlement planning and management in all countries.</p>	<p>We are in constant dialogue with the surrounding community.</p>
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Drainage

The management of surface water and wastewater at Billund Airport is governed by our environmental approval and wastewater permit. Furthermore, we aim to increase awareness of environmentally-friendly surface water and wastewater management in order to minimise the environmental footprint.

We aim to manage rainwater locally if possible, thereby minimising the impact on the surroundings. Rainwater from frequent and heavy rain events that cannot percolate naturally must be diverted away from airport land to avoid damage to operations and property.

We aim to reduce the amount of wastewater by improving the separation of blackwater and greywater. Similarly, we aim to limit the quantity of substances contained, while taking into account a smaller quantity of water.

The airport's focus on drainage is based on UN SDG 14 concerning life below water because the surface water from the airport is discharged into Ho Bay through local streams and the Varde River.

	<p>14.1 By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution</p>	<p>Contingency plan for extreme rain and environmental accidents. Implement Proportional Mix in deicing.</p>
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Resources



Our objective is to increase circular resource consumption at Billund Airport, minimising the resources wasted in day-to-day operations. Examples include water consumption, cleaning supplies, waste management, IT etc.

We are committed to continuously promoting environmental and climate considerations in the products and services that we purchase in order to operate the airport and that we provide to the airport's customers and partners.

We will work to sort more waste into fractions – both the waste we produce ourselves and the waste we obtain from passengers, airlines and third-party companies.

Billund Airport has large areas of forest, fields and nature. Our focus on resources is based on UN SDG 6 concerning clean water and sanitation, UN SDG 12 concerning responsible consumption and production, and UN SDG 15 concerning life on land.

	<p>6.3 By 2030, improve water quality by reducing pollution, eliminating dumping and minimising release of hazardous chemicals and materials, halving the proportion of untreated wastewater and substantially increasing recycling and safe reuse globally.</p>	<p>Optimise water consumption.</p>
	<p>6.4 By 2030, substantially increase water-use efficiency across all sectors and ensure sustainable withdrawals and supply of freshwater to address water scarcity and substantially reduce the number of people suffering from water scarcity.</p>	<p>Optimise the surface water and wastewater sampling programme.</p>
	<p>12.3 By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses in</p>	<p>Reduce the amount of food waste at Billund Airport.</p>

	production and supply chains, including post-harvest losses.	
	12.4 By 2025, achieve the environmentally sound management of chemicals and all wastes throughout their life cycle, in accordance with agreed international frameworks, and significantly reduce their release to air, water and soil in order to minimise their adverse impacts on human health and the environment.	Reduce purchases of goods classified as hazardous waste. Goods must be eco-labelled.
	12.5 By 2025, substantially reduce waste generation through prevention, reduction, recycling and reuse.	Reduce waste and increase the proportion of waste sent for recycling.
	12.6 Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into their reporting cycle.	Prepare a sustainability report as part of annual report.
	15.2 By 2020, promote the implementation of sustainable management of all types of forests, halt deforestation, restore degraded forests and substantially increase afforestation and reforestation globally.	Develop a strategic and sustainable nature conservation plan for our own land.



Energy

By 2020, our goal is to achieve CO₂ neutrality in the direct energy consumption of Billund Lufthavn A/S. It is also our ambition in 2021 to obtain ACA (Airport Carbon Accreditation) at Level 1 (Mapping)

It is our ambition that CO₂ emissions from airport operations should not increase beyond 2020 levels, even if activities grow ('Carbon Neutral Growth' or 'CNG2020').

We aim to reduce our energy consumption as much as possible and we aim to use renewable energy sources as much as possible. We will use afforestation and similar recognised offset programmes to offset the greenhouse gas emissions that cannot be avoided by reducing consumption and using renewable energy.

Our focus on energy and climate is based on UN SDG 7 concerning affordable and clean energy and UN SDG 9 concerning industry, innovation and infrastructure.

<p>7 BÆREDYGTIG ENERGI</p> 	<p>7.2 By 2030, increase substantially the share of renewable energy in the global energy mix.</p>	<p>Increase the proportion of renewable energy in Billund Airport's total energy consumption as part of the airport's CO₂ neutrality.</p>
<p>9 INDUSTRI, INNOVATION OG INFRASTRUKTUR</p> 	<p>9.4 By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities.</p>	<p>9.4.1 Billund Airport indicator Map and reduce CO₂ emissions under the Airport Carbon Accreditation (ACA) programme. (Billund Airport CO₂-neutral). By 2030, Billund Airport must have obtained certification under the ACA programme at Level 3+ zero emission airport.</p>

Practical policy implementation – the main principles

- We will introduce effective systems and procedures for monitoring, reporting and following up on consumption, risks and improvement opportunities in matters relating to environment and climate at Billund Airport, in particular noise, drainage, resource consumption and energy.
- We work closely with local authorities, airlines and other external stakeholders to address environmental and climate issues affecting Billund Airport and our operations.
- We continuously set specific targets in all areas of our environmental and climate policy to promote responsible consumption.
- We will carry out procurement in a financially and sustainably responsible way, and we have clear positions and guidelines governing joint procurement of environmentally-friendly equipment, energy and consumables.
- We aim to modify behaviour in order to increase waste recycling.
- We will be transparent and will continuously communicate our environmental and climate performance, risks and opportunities to our employees, external stakeholders and the outside world.

Sustainability reporting will be included in the company's annual report.

- We will involve our employees and provide constant training on environmental and climate issues in order to guarantee commitment, results and knowledge sharing, so that good ideas for environmental and climate improvements are heard and prioritised.
- We will follow current legislation and always take account of relevant and recognised standards, conventions and principles governing activities relating to the environment and the climate in our own industry and in general.
- We will invest responsibly in new buildings and transport solutions that meet high environmental and climate standards.

Key indicators

- Noise, compliance with the environmental approval
 - Average noise exposure in the city of Billund for the whole year and for the three months with the worst noise exposure in relation to current noise control values
 - Average noise exposure in the Billund Airport noise contour area for the whole year and for the three months with the worst noise exposure in relation to current noise control values
 - Number of recorded violations of noise limits.
- Drainage, wastewater and groundwater
 - Total number of violations of statutory values for substances contained in surface water, wastewater and groundwater associated with Billund Airport
 - Number of violations of statutory values for substances contained in surface water (volatile acids and propylene glycol)
 - Number of violations of statutory values for substances contained in wastewater (copper and cadmium)
 - Number of violations of statutory values for substances contained in groundwater (triazoles, lead and aluminium)
 - Quality of wastewater in terms of the statutory values for substances contained (copper and cadmium)
 - Quality of surface water in terms of the statutory values for substances contained (volatile acids and propylene glycol)
 - Quality of groundwater in terms of the statutory values for groundwater (triazoles and products containing uric acid).
- Resources
 - Total water consumption per passenger

- Total water consumption (m³)
- Total recycling rate for waste
- Percentage of the total quantity of procured goods with a recognised eco-label.
- Total energy consumption
 - tCO₂ per passenger and per 100 kg of cargo (traffic units according to ACA)
 - Total energy consumption (GJ)
 - Proportion of renewable energy
 - Energy consumption per passenger
 - Heating consumption per m²
 - CO₂ emissions (tCO₂ according to GHG Scopes 1 and 2, possibly 3), from Billund Airport
 - Proportion of electric/hybrid vehicles
 - Proportion of vehicles with internal combustion engines with Euro 6 or higher emission standard
 - Share of passengers travelling to the airport on public transport (including employees)
 - The airport's CO₂ emissions must not increase from 2020 levels regardless of growth in general (carbon neutral growth)
 - The airport must be CO₂ neutral from 2020 as a result of reducing consumption, using green energy and purchasing off-sets.
 - The airport achieves Level 1 ACA accreditation in 2021.

Policy areas under the environmental and climate policy

Policy area: Noise

The policy covers noise exposure on the airport's own land as well as in surrounding areas. Noise exposure in the surroundings is also covered by measures laid down in the airport's environmental approval for noise exposure.

Policy area: Drainage

The policy covers the management of rainwater and wastewater at Billund Airport and discharges to the surrounding environment, and is governed by the environmental approval and the wastewater permit.

Policy area: Resources

Supporting policies must be developed to guarantee environmentally conscious resource use, procurement and waste. The following policies are envisaged:

Sub-policy: Ground support equipment

The policy covers all vehicles and equipment for airport operation airside and landside.

Sub-policy: Travel

The policy covers business travel that is under the direct control of the airport. In other words, travel paid for by the airport.

Sub-policy: Investments

The policy covers all projects large enough to require an investment map or budget approval.

Sub-policy: Responsible procurement

The procurement policy covers all day-to-day purchases such as IT, office supplies and printed matter, cleaning products, chemicals and white goods, kitchen appliances etc.

Sub-policy: Services

The policy covers services provided at the airport and purchased outside the airport, including external suppliers at the airport and off-site conferences.

Sub-policy: Waste management

The policy describes waste management based on minimising, sorting, recycling and management. The airport currently has a handbook which must be based on the policy.

Sub-policy: Nature

The policy is implemented partly through a nature conservation plan that reconciles airport operations with consideration for nature.

Policy area: Energy

Supporting policies must be developed to reduce energy consumption, to encourage environmentally sound and unavoidable energy consumption and to create an environmentally conscious travel policy.

Internal and external reporting and communication

We will be transparent about our environmental and climate activities at Billund Airport to our employees, to our customers and to the outside world.

We will communicate our environmental and climate policy and related activities in the following ways:

- **Annual reports:** We publish environmental sections every year in our annual publications of financial statements and corporate social responsibility.
- **Environmental reporting:** Goals and action plans under environmental and climate policy in annual reporting to the management team.

- **Joint management meetings:** We regularly submit reports to joint management meetings at which the progress of our goals and action plans is presented and initiatives can be adjusted or adopted.
- **Social media:** We profile our environmental and climate activities on relevant social media.
- **Website:** www.bll.dk.
- **Intranet:** Internally on our infonet MyAirport. The policy must be accessible at all times, and on MyAirport, the policy must include links to the supporting policies.
- **Department meetings:** The application of the policy areas is managed at department meetings.
- **Internal campaigns:** We will engage our employees in environmental and climate activities through internal competitions, campaigns and training.

Scope

The environmental and climate policy as well as supporting policies apply to Billund Lufthavn A/S, CVR no. 23343118.

Organisation, individuals with responsibility and policy updates

These individuals are responsible for Billund Airport's environmental and climate policy as well as supporting policies and are available to answer questions and provide information.

Those responsible for implementation of and compliance with the environmental and climate policy and the related policy areas are directors, area managers and heads of department.

There is a supporting policy for each policy area, defining indicators for relevant UN SDGs and targets.

Policy	Prepared by	Department with responsibility	Approved by
Environmental and climate policy	Sustainable development	Anders Nielsen, Head of Sustainable Development, ani@bll.dk	JHE
Noise policy		Anders Nielsen, Head of Sustainable Development, ani@bll.dk	JHE

Drainage policy		Land & Environment Karsten Callesen krc@bll.dk	ICO
Policy area: resources			
Ground support equipment policy		Niels Poulsen, Equipment Department nnp@bll.dk	ICO
Travel policy		Finance and HR Ronny Liliensvald rli@bll.dk	JHE
Investment policy		Airport Operations Ivan Commerou ico@bll.dk	JHE
Procurement policy		Cleaning Department Malene Mikkelsen, mom@bll.dk	RHN
Services policy		Finance Ronny Liliensvald rli@bll.dk	JHE
Waste policy		Land & Environment Karsten Callesen krc@bll.dk	ICO
Energy policy		O&M, Jesper Winther jwi@bll.dk	ICO

Environmental and climate policy evaluations and updates

- The environmental and climate policy must be evaluated annually at a joint management meeting in Q3 so that any measures can be prioritised in the budget the following year.
- The policy is updated whenever the management team thinks this is necessary, but at least every five years.
- The related policy areas are evaluated annually by the department with responsibility in conjunction with other relevant departments which are particularly affected. The person with day-to-day responsibility for the environmental and climate policy must be involved in these meetings.
- Policy updates take place following a request to the management team if the department with responsibility or the affected

departments think this is necessary. However, the policy must be updated at least every five years.

Risks

The following risks have been identified in the area of environment and climate.

Safety comes first – this may result in certain environmental and climate matters being downgraded if safety and security requirements make this necessary.

If the airport does not focus on environmentally-friendly and climate-friendly solutions, there may be consequences in terms of guests or airlines choosing not to use the airport.

Noise

- New aircraft noise guidance from the Danish Environmental Protection Agency is being prepared. The guidance will include a new method of calculation which may lead to changes to the areas theoretically affected by noise.
- Changes to the aircraft mix, the times of day, runway use and other parameters affect noise exposure. Unforeseen changes are a risk in terms of noise policy compliance.

Drainage

- Extreme rainfall beyond the expected and modelled values.
- Financial risk associated with protecting the airport from climate change and extreme rainfall.
- Third parties at the airport discharge wastewater into the airport's wastewater system. Unknown activities and discharges from third parties may result in unexplained violations of wastewater permit requirements.

Resources

- The availability of environmentally-friendly products for cleaning, mechanics etc. is insufficient to meet Billund Airport's requirements.
- Waste sorting among guests does not work as expected/wanted.
- Nature and biodiversity – nature-protected areas are in conflict with airport development.

Energy

- Environmentally-friendly and climate-friendly investments are not prioritised.
- The availability of environmentally-friendly and climate-friendly energy is not sufficient. The airport uses a lot of energy at all times of

the day. If Billund Airport aims to produce its own environmentally-friendly energy, for example in the form of solar energy, it must be possible to store the energy or to purchase sufficient environmentally-friendly energy at times when not enough solar energy can be produced.

- The internal electricity grid at the airport is not designed to handle the high electricity consumption for electric vehicles and to transport large amounts of electricity from a potential photovoltaic system to the areas where the electricity will be used.
- At the present time, not all vehicles can be switched to electric vehicles, as there are no suitable electric vehicles for the tasks to be carried out in airport operations.

Compliance

All employees at Billund Airport are required to comply with the environmental and climate policy.

All employees have a duty to familiarise themselves with the contents of the policies and if they are not sure about anything, they must ask their supervisor.

Compliance with the environmental and climate policy means, among other things, verifying and documenting that an environmentally-friendly alternative has been considered in the context of procurement and investment.

Investments must be based on a low-energy and environmentally-friendly approach, and behaviour must minimise resource consumption and optimise energy use.

Alignment with CSR standards, principles and conventions

Billund Airport produces a sustainability section for the company's annual report, and starting in 2021 it will prepare an independent sustainability report.

Billund Airport is working towards Level 1 ACA accreditation (Airport Carbon Accreditation) in 2021. The policy must align with this objective.

Billund Airport's environmental and climate policy and supporting policies are aligned with the UN Sustainable Development Goals – selected SDGs and targets are set out elsewhere in the policy.

The environmental and climate policy is inspired by the UN Global Compact, Environment Principles 7, 8 and 9. Billund Airport considers these principles to be relevant to its work on the environment and the climate at the airport.

Barriers to policy implementation

Billund Airport is the type of company that employs a large number of professional groups. Most employees work shifts as the airport runs 24 hours a day, all year round. As a result, it may be difficult to communicate the policies to all employees over and above the information provided by the airport's in-fonet called MyAirport.

The airport has prioritised the working environment in recent years, and will continue to do so going forward. Greater emphasis on the environment can go hand in hand with a focus on the working environment, but the environment will also require extra attention until it becomes a natural part of the work processes.

The following barriers to implementation have been identified

- That the necessary resources for implementation and for compliance with the policies in the departments are limited – until this becomes a natural part of everyday life and budgeting at Billund Airport.
- That there are insufficient resources to invest in necessary environmentally-friendly solutions, e.g. updated waste sorting solutions and equipment.
- That there is a lack of involvement early enough in the process, meaning that not all professional groups' needs are described in the supporting policies.
- Our company is a large company that works around the clock, all year round. That communication does not reach everyone in their department despite changing shifts.
- That it is not possible to change the mindset of the employees to prioritise environmentally-friendly and climate-friendly solutions. That habits do not change – routines that have been followed for many years.
- That there is not a positive attitude to procurement of environmentally-friendly products in cleaning, mechanics etc. That environmentally sound products for the tasks are not available on the market, for example in cleaning, mechanics etc.

The policy was approved at Billund Airport on 29 January 2021

Date

14/1-22

Signature

Jan Hesselund, CEO