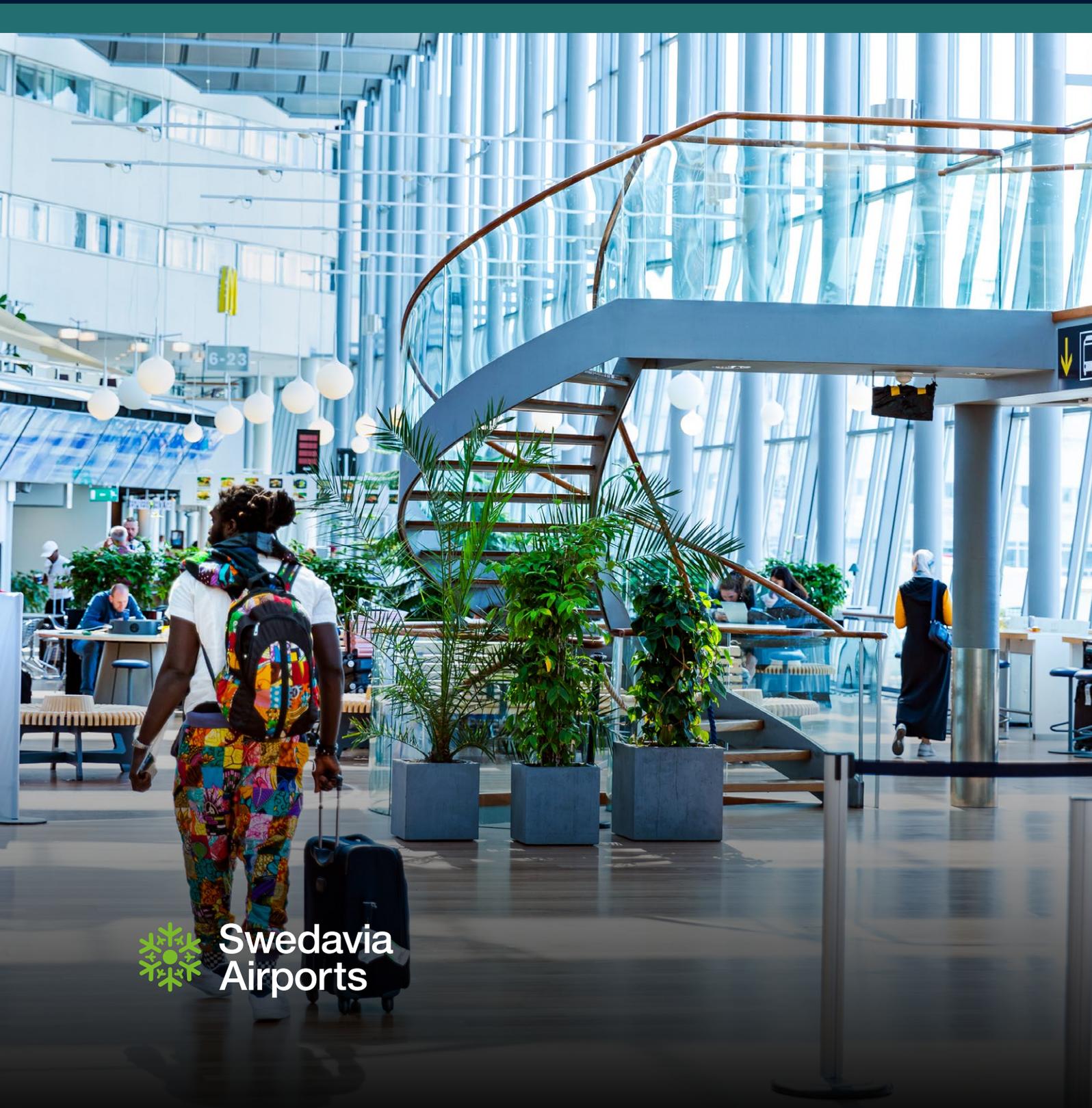


# Swedavia Green Bond Impact Report 2022



Swedavia  
Airports

# This is Swedavia

Swedavia owns, operates and develops Sweden's national basic infrastructure of airports. We shall contribute to the access needed so that people are able to live all across the country and the entire country is competitive. For an export-dependent country far from many markets and with an increasingly important tourism industry, good access is essential. Swedavia shall also work to increase the environmental sustainability of the country's transport system.



# Roadmap for fossil-free aviation

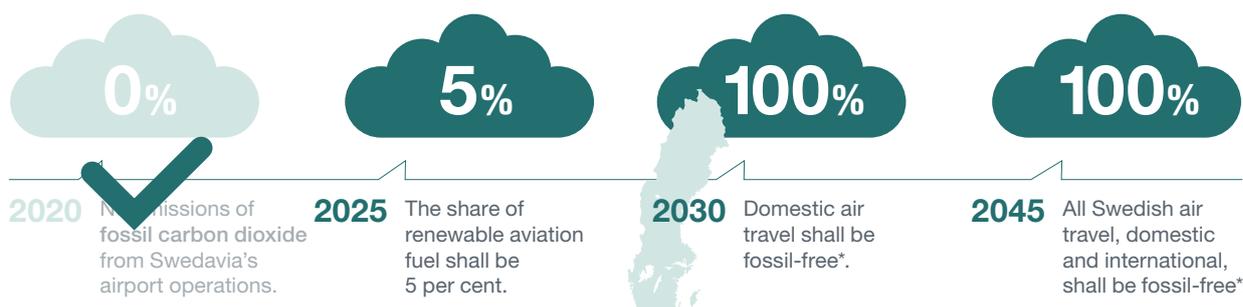
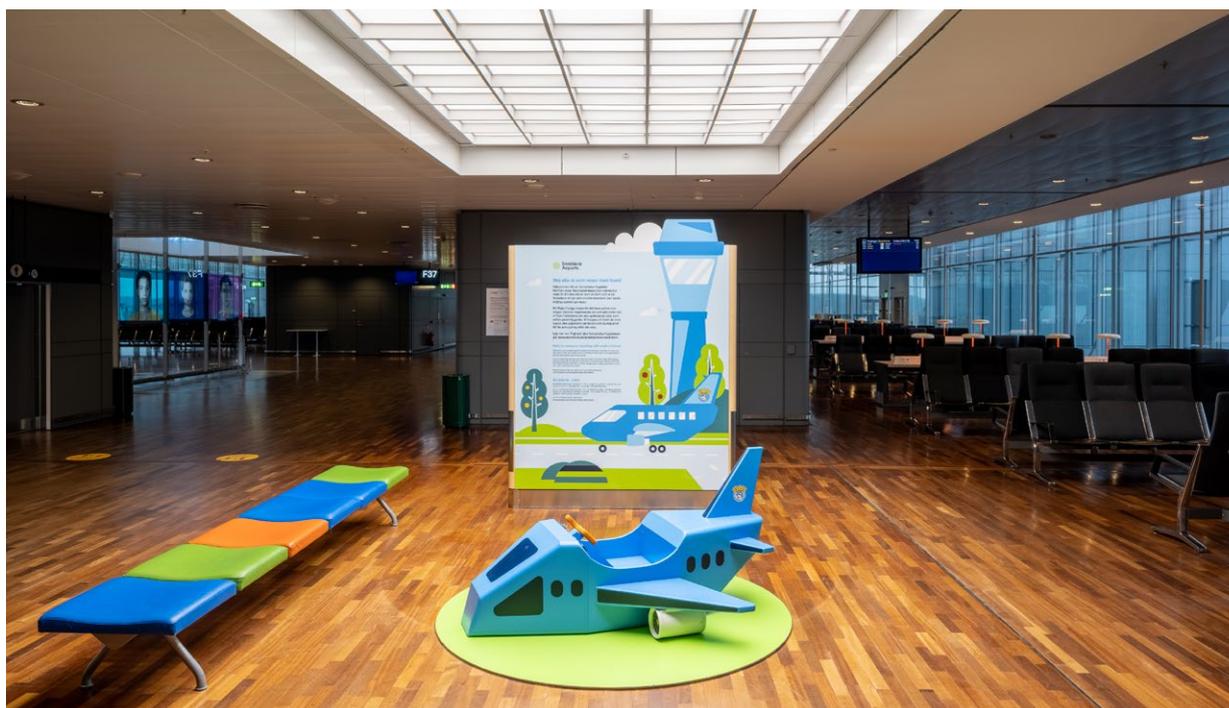
Sweden is a long and narrow, sparsely populated country that is dependent on exports and located far from major economies in other parts of Europe and the world. Aviation is an essential requirement in order for Sweden to keep up with global developments, both economically and culturally.

Nowadays, most of us know that people’s fossil carbon dioxide emissions affect the earth’s climate. That is also true of emissions from aviation. In order for aviation to help people meet and contribute to competitiveness and economic growth, a transition to fossil-free operations is needed.

In 2020, the airport operations that Swedavia runs under its own management became totally

fossil-free, and today Swedavia is a world leader in developing airports with the least possible climate impact. Together with other stakeholders in the aviation industry, we are now working to speed up the transition to fossil-free aviation. For example, already today you can purchase sustainable aviation fuel to reduce the emissions from your flight, and in about five years conditions will be in place for the launch of electric aircraft on some domestic routes.

Everything we do is in line with the Swedish aviation industry’s roadmap, which was developed under the government’s Fossil-Free Sweden initiative. The goal is for Swedish domestic air travel to be fossil-free by 2030, and for all domestic and international departures from Swedish airports to totally fossil-free by 2045.



\*Based on the Swedish Air Transport Society's roadmap.

# Swedavia's green financing

Swedavia shall be an international role model in sustainability, not least from an environmental perspective, since climate transition is an existential question for the aviation industry. We are a world leader today in transforming operations at our airports. We shall continue to be one. Swedavia's green financing with green bonds is part of this prioritised work.

## Green bonds

In December 2019, Swedavia became one of the world's first airport operators to issue a green bond, aimed at funding projects and investments in climate change adaptation and environmental sustainability. Swedavia has been an established participant in the capital market since 2013, and an important step was taken with these green bonds to integrate its sustainability perspective in financial activities as well. In October 2019, Swedavia established its first Green Bond Framework linked to the company's medium-term note (MTN) programme. The framework enables funding through so-called green bonds, and Swedavia has issued green bonds totalling SEK 1.25 billion, which corresponds to 24% of Swedavia's total outstanding bonds in the company's MTN programme as of September 30, 2022.

## Swedavia's Green Bond Framework

The Green Bond Framework describes how bond proceeds are to be used and how management and reporting are to be carried out. One essential condition for a project to be funded by green bonds is that it meets the requirements laid out in Swedavia's Green Bond Framework, which in turn is based on the Green Bond Principles (2018). The framework covers the project categories green buildings and infrastructure, renewable energy, clean transport, energy efficiency, and pollution prevention and control.

## Second opinion on Green Bond Framework

Swedavia's Green Bond Framework was subject to an independent external review by CICERO Shades of Green (CICERO), which also issued a Second Opinion for our Green Bond Framework (Swedavia Green Bond Second Opinion, September 26, 2019). Four of the five project categories were given the highest grade, Dark Green. One of the categories, green buildings and infrastructure, was given the grade Light Green.

In its opinion, CICERO highlights Swedavia as a role model for airports globally. It has taken into account in its opinion the fact that the framework allows investments in airport infrastructure to increase capacity that could enable an increased environmental impact related to air traffic. CICERO has given the management and governance structure in the Green Bond Framework the grade Excellent. Swedavia's Green Bond Framework and the Second Opinion in their entirety are available on our website: [www.swedavia.com/about-swedavia/financial-information](http://www.swedavia.com/about-swedavia/financial-information).

## Investments identified under the framework

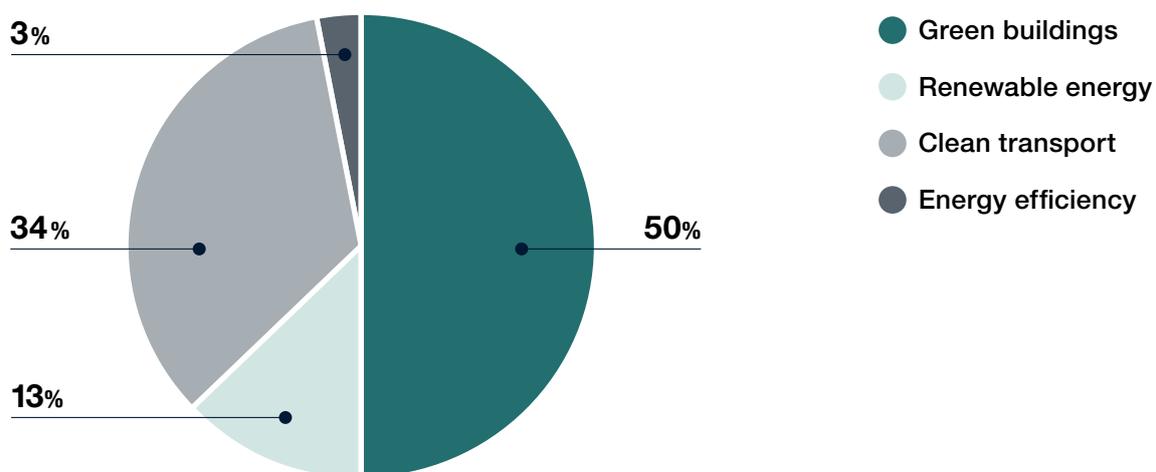
Swedavia's investments approved for funding through green bonds totalled SEK 2.679 billion as of September 30, 2022. Of this amount, SEK 2.422 billion was for existing facilities and SEK 257 M was for ongoing projects. Of these approved investments, SEK 1.25 billion has been placed in Swedavia's green portfolio, which corresponds to the amount of green bonds issued. The company's green portfolio thus consists of green investments funded by green bonds.

Representatives from Swedavia's different business and operating areas are responsible for identifying potential environmental investments, and these are then assessed by a committee consisting of Swedavia's CEO, CFO, Chief Sustainable Development Officer, Treasurer and head of Swedavia's investment portfolio. The committee is responsible for ensuring that projects classified as green meet the requirements laid out in Swedavia's Green Bond Framework.

# Green portfolio

INVESTMENTS APPROVED AND ALLOCATION BY CATEGORY			
SEK M	Investments	Amount allocated	Allocation (%)
<b>Green buildings</b>	<b>630</b>	<b>630</b>	<b>50%</b>
– Sky City Office One, Stockholm Arlanda	315	315	
– Terminal Development South, Göteborg Landvetter	315	315	
<b>Renewable energy</b>	<b>162</b>	<b>162</b>	<b>13%</b>
– Aquifer, Stockholm Arlanda	18	18	
– Heat production facility, Stockholm Arlanda	120	120	
– Cooling production facility, Stockholm Arlanda	24	24	
<b>Clean transport</b>	<b>423</b>	<b>423</b>	<b>34%</b>
– Replacement of vehicle fleet	423	423	
<b>Energy efficiency</b>	<b>35</b>	<b>35</b>	<b>3%</b>
<b>Pollution prevention and control</b>	<b>-</b>	<b>-</b>	
<b>TOTAL AMOUNT</b>	<b>1,250</b>	<b>1,250</b>	<b>100%</b>

## ALLOCATION BY PROJECT CATEGORY



# Bonds issued

Swedavia has issued bonds for a nominal amount of SEK 1.25 billion, and the capital has been used to fund our green buildings and our transition to make our own operations fossil-free.

Investments include the replacement of vehicles, the switch to a renewable energy supply for heating and cooling, and properties in the form of the Sky City Office One complex at Stockholm Arlanda and the Terminal Development South project at Göteborg Landvetter. Both properties were given BREEAM's Excellent rating as their certification grade. The proportion of bond proceeds used for refinancing is 30%.

Swedavia has a special account for transactions related to green bond issues. In cases where the investment amount is below the outstanding volume of green bonds, Swedavia is obliged to place the corresponding amount in this account. As of September 30, 2022, the investment amount approved exceeded the green bonds outstanding so the balance of the dedicated green bond account was zero.

GREEN BONDS ISSUED			
Loan no.	Volume (MSEK)	Issue date	Maturity (year)
122	1,000	December 12, 2019	5
125	250	May 26, 2020	5



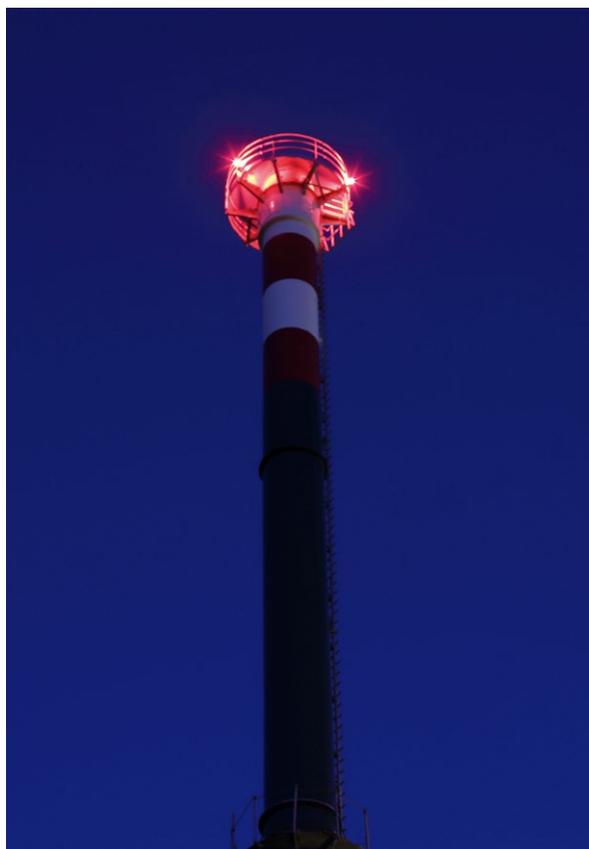
## CLEAN TRANSPORT

All of Swedavia's vehicles and equipment at our ten airports come under the category of sustainable transport. They all have zero emissions of fossil CO<sub>2</sub> since they run on fossil-free renewable diesel (HVO),

fossil-free biogas or green electricity. Our investments in charging infrastructure – which enables not just us but our business partners and passengers to use electric vehicles – also fall into this category.



*The mobile boarding stairs shown in the picture are the latest model. The boarding stairs, which are electric-powered, started to be delivered to Stockholm Arlanda Airport in 2019. A public tender process to purchase this model for our other airports is currently under way.*



## CLEAN ENERGY

Swedavia is constructing a new heating plant in Kolsta, west of Stockholm Arlanda Airport. The facility will be powered by renewable liquid fuel and is an important step in Swedavia's ambition to be a world leader in operating airports with the least possible climate impact. The plan is for the new facility to start operating in late 2023. Heat from the boiler, combined with district heat purchases, is an important component in meeting Swedavia's long-term goal of airport operations that do not produce any fossil carbon dioxide. The plant's output will be 30 megawatts.

## ENERGY EFFICIENCY

In recent years, a number of energy efficiency projects have been carried out at Stockholm Arlanda Airport. Swedavia has the goal to reduce its energy use by 2 per cent annually, and investments in energy-efficient technologies make a significant contribution to achieving this goal. High-mast light fixtures have been replaced with more efficient LED fixtures in virtually every apron area, which saves 930,000 kWh of electricity annually. Older lighting systems inside the terminals and multi-storey car parks have been replaced with energy-efficient LED technology. Just by changing the lighting and adding a motion-detector system in Terminal 2's multi-storey car park, Swedavia has saved 1,450,000 kWh annually.

Other kinds of energy efficiency projects carried out at Stockholm Arlanda Airport in recent years include the replacement of ventilation fans and their control system. Replacements have now been carried out in almost every terminal, and there are projects under way aimed at replacing the old type of fans that have no control system. As a result of projects in this category in 2016–2018, there was a total saving of 2,840,000 kWh of electricity and heating annually.

*Replacement of fan motors in Terminal 4 at Stockholm Arlanda. Along with lower maintenance costs and increased supply reliability, the replacement generated an energy saving of 156 MWh.*



## GREEN BUILDINGS

BREEAM-SE is an important tool for Swedavia's property development operations so that the company can achieve its ambitious sustainability goals. In the autumn of 2019, Swedavia was named Property Owner of the Year with the Highest Average BREEAM-SE Rating by the Sweden Green Building Council for the recently completed Office One complex at Stockholm Arlanda and the Terminal Expansion South at Göteborg Landvetter.

*One of the projects funded by green bonds is the new BREEAM-certified Sky City Office One complex at Stockholm Arlanda.*



## GREEN BUILDINGS

New construction and refurbishment projects	Place	Level of certification	Calculated reduction in energy use; cf. Swedish National Board of Housing, Building and Planning regulations, kWh	Calculated annual reduced energy use tonnes CO <sub>2</sub> e	Calculated annual reduced energy use kWh/m <sup>2</sup>
Terminal South Landvetter*	Landvetter	BREEAM Excellent	475,000	66.5	54.3
Sky City Office One Arlanda**	Arlanda	BREEAM Excellent	459,300	77.0	77.0

\* The building's total value is SEK 913 M. Amount allocated to the green portfolio is SEK 315 M.

\*\* The building's total value is SEK 475 M. Amount allocated to the green portfolio is SEK 315 M.

## RENEWABLE ENERGY

Production facilities	Place	Calculated annual production, kWh	Maximum capacity, mW
Production facility, heating, cooling, aquifer and solar cells*	Arlanda	2,426,000	32

\* Energy data calculated for investment of SEK 248 M. Amount allocated to the green portfolio is SEK 162 M.

## ENERGY EFFICIENCY

Energy efficiency projects	Place	Calculated reduction in energy use, kWh
Savings in electricity, heating and cooling*	Arlanda	10,285,000

\* Energy data calculated for investment of SEK 68 M. Amount allocated to the green portfolio is SEK 35 M.

## CLEAN TRANSPORT

Replacement of vehicle fleet	Number of vehicles, all airports	Calculated annual reduction in emissions, tonnes of CO <sub>2</sub> e*
Fossil-free vehicles (HVO, biogas)	226	3,227
Electric vehicles	155	n/a

\* Emissions data calculated based on all vehicles. Amount allocated to the green portfolio is SEK 423 M.



Translation from the Swedish original

## Auditor's Limited Assurance Report

To Swedavia AB, corp. Id 556797-0818

### Introduction

We have been engaged by the Management of Swedavia AB ("Swedavia") to undertake a limited assurance engagement of selected information presented in Swedavia's Green Bond Impact Report 2022 ("Report").

The scope of our work was limited to assurance of information on the total amount of Green Bonds issued by Swedavia as of September 30, 2022 and information on the approved Eligible Assets together with the respective allocation of investments presented on page 5 of the Report.

### Responsibilities of the Management

The Management is responsible for the preparation of the Impact Report in accordance with the applicable criteria. The criteria are defined in Swedavia's Green Bonds Framework. This responsibility also includes the internal control relevant to the preparation of the Impact Report that is free from material misstatements, whether due to fraud or error.

### Auditor's responsibility

Our responsibility is to express a conclusion on the selected information specified above based on the limited assurance procedures we have performed. Our assignment is limited to the historical information that is presented and does not cover future-oriented information.

We conducted our limited assurance engagement in accordance with ISAE 3000 *Assurance engagements other than audits or reviews of financial information (revised)*. A limited assurance engagement consists of making inquiries, primarily of persons responsible for the preparation of the selected information mentioned above and applying analytical and other limited assurance procedures. A limited assurance engagement is different and substantially less in scope than an audit conducted in accordance with International Standards on Auditing and generally accepted auditing standards in Sweden.

The firm applies ISQC 1 (International Standard on Quality Control) and accordingly maintains a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements. We are independent of Swedavia AB in accordance with professional ethics for accountants in Sweden and have otherwise fulfilled our ethical responsibilities in accordance with these requirements.

The limited assurance procedures performed do not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. The conclusion based on a limited assurance does not provide the same level of assurance as a conclusion based on an audit.

Our procedures are based on the criteria defined by the Management as described above. We consider these criteria suitable for the preparation of the Report.

We believe that the evidence obtained is sufficient and appropriate to provide a basis for our conclusions below.

### Conclusion

Based on the limited assurance procedures performed, nothing has come to our attention that causes us to believe that the selected information specified above and presented in the Report is not prepared, in all material respects, in accordance with the criteria defined by the Management.

Stockholm, December 16<sup>th</sup> 2022

KPMG AB

Tomas Gerhardsson  
Authorized Public Accountant

Torbjörn Westman  
Expert Member of FAR



**Swedavia  
Airports**

[swedavia.com](https://swedavia.com)