

Annual & Sustainability Report 2023

Together, we enable
people to meet

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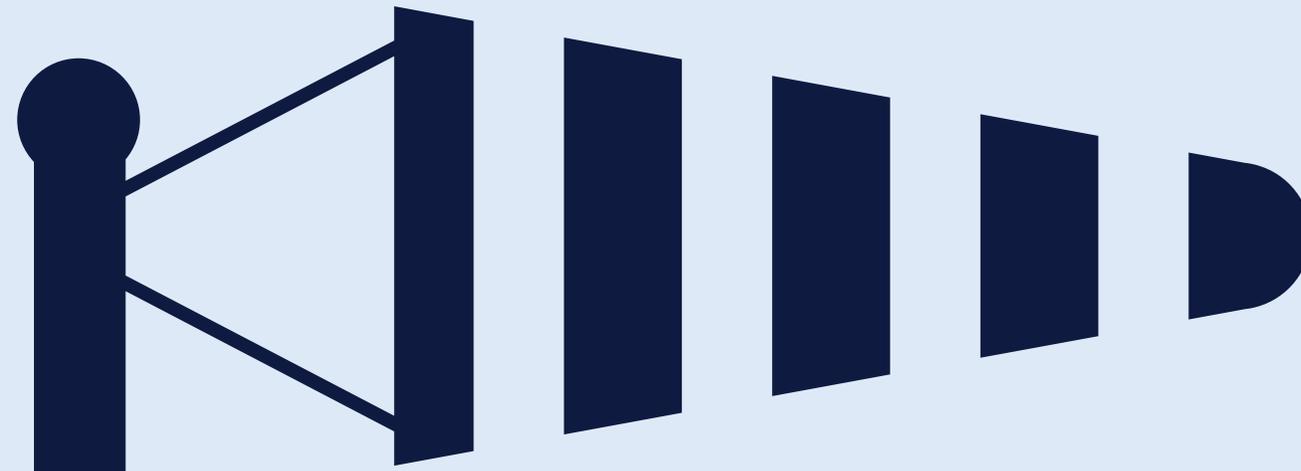
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This is Swedavia’s Annual and Sustainability Report for the financial year 2023. The report is aimed primarily at its owner, customers, credit analysts and partners but also at other stakeholders and is focused on the company’s strategy, goals and results for the past year. The report concerns the entire Group unless otherwise indicated. Swedavia prepares its Sustainability Report in accordance with Global Reporting Initiative (GRI) Standards. Reported indicators have been chosen based on Swedavia’s and its stakeholders’ shared view of material issues and what is important for long-term sustainable operations.

For sustainability-related information, see the GRI Index on pages 141–143. The index for the statutory Sustainability Report in accordance with Sweden’s Annual Accounts Act is found on page 145. The report also constitutes Swedavia’s Communication on Progress (COP) report for the UN Global Compact.

This report has been published in Swedish and English. In the event of any differences between the English translation and the Swedish original, the Swedish report shall prevail.

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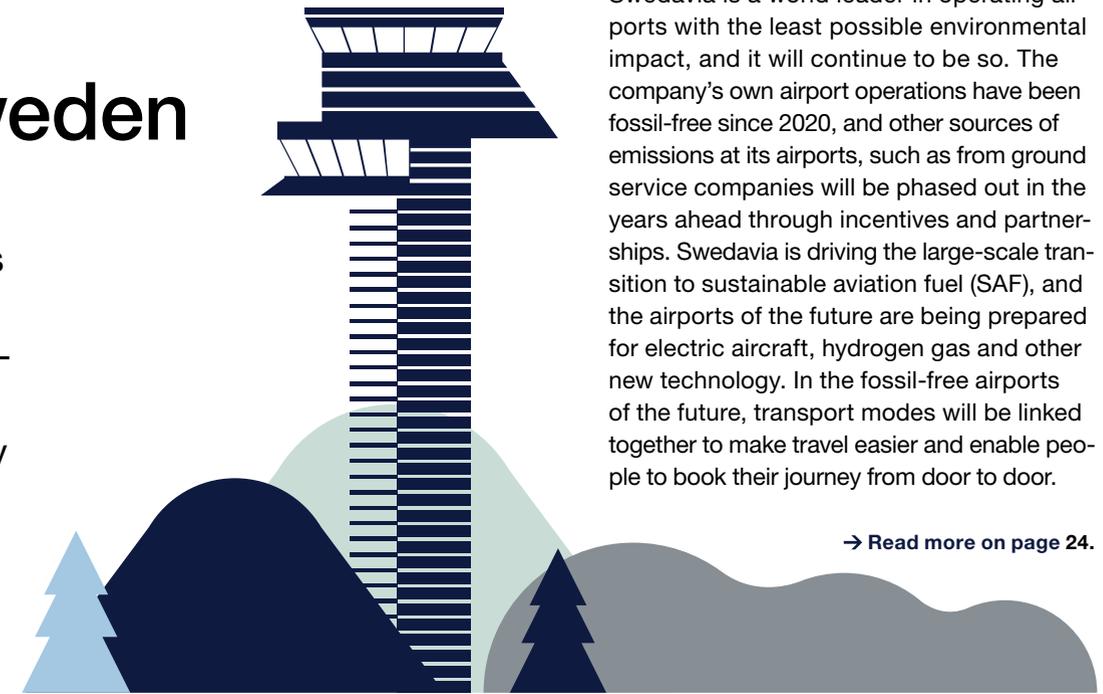
Key metrics and definitions

Swedavia develops the airports of the future and creates sustainable growth for Sweden

Swedavia was formed in 2010 and is owned by the Swedish State. The company owns, operates and develops ten Swedish airports. Swedavia actively helps to achieve the transport policy goals adopted by the Swedish parliament based on sound business practices. Together with partners, Swedavia creates added value for customers by offering attractive airports and connectivity that provide smooth and inspiring travel experiences.

SUSTAINABLE AIRPORTS OF THE FUTURE

Swedavia is a world leader in operating airports with the least possible environmental impact, and it will continue to be so. The company's own airport operations have been fossil-free since 2020, and other sources of emissions at its airports, such as from ground service companies will be phased out in the years ahead through incentives and partnerships. Swedavia is driving the large-scale transition to sustainable aviation fuel (SAF), and the airports of the future are being prepared for electric aircraft, hydrogen gas and other new technology. In the fossil-free airports of the future, transport modes will be linked together to make travel easier and enable people to book their journey from door to door.



→ Read more on page 24.

Purpose

Together, we enable people to meet.

Mission

Swedavia's mission is to own, operate and develop the airports in Sweden's national basic infrastructure. Swedavia shall also actively help to achieve the transport policy goals adopted by the Swedish parliament based on sound business practices.

Operations

AIRPORT OPERATIONS

By owning, operating and developing the airports in Sweden's national basic infrastructure, Swedavia connects Sweden's regions with each other and with the rest of the world. Together, we enable people to meet. **Read more on page 20.**

REAL ESTATE

Through the ownership, development and sale of properties, Swedavia generates earnings which the company uses to develop the fossil-free airports of the future. **Read more on page 53.**

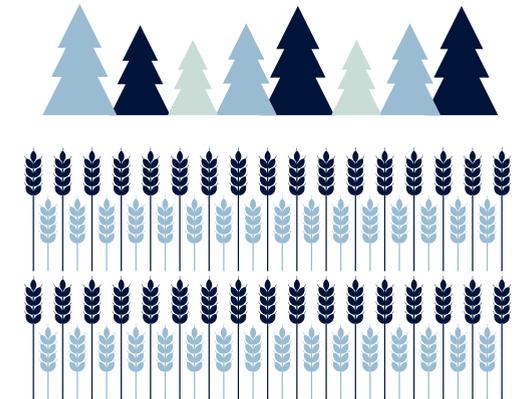
10 AIRPORTS

INTERNATIONAL AIRPORTS:

- Stockholm Arlanda Airport
- Bromma Stockholm Airport
- Göteborg Landvetter Airport
- Malmö Airport

REGIONAL AIRPORTS:

- Kiruna Airport
- Luleå Airport
- Umeå Airport
- Åre Östersund Airport
- Visby Airport
- Ronneby Airport



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The year in figures

Passengers

32.1 (27,6)

million passengers

Net revenue

5,931 (4,846)

SEK M

Operating income

-318 (-783)

SEK M

Return on operating capital

-1.2 (-3,3)

per cent

Customer experience ¹⁾

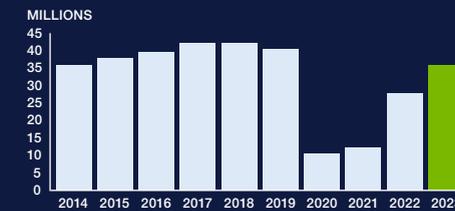
69 (70)

Encompasses passengers, airlines and tenants

Employees

2,603 (2 364)

Passengers



Number of destinations

322

From our airports

1) Read more on page 150



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Continued recovery strengthens confidence in the future

Long distances should never be an obstacle that prevents people from meeting. Aviation connects people, brings friends and family together, and enables ideas and experiences to be shared and new insights to be gained from all corners of the world.

In doing so, aviation helps to increase understanding of people from other cultures and religions like no other mode of transport, and it is no exaggeration to say that through this aviation improves the conditions for achieving an existence free from war and unrest. Aviation is quite simply vital to satisfying people's need to meet, and when we look back on 2023, we can see that this need remains strong.

More than 32 million people flew from one of Swedavia's ten airports during the past year. This is an increase of 17 per cent compared with 2022 and corresponds to 80 per cent of the pre-pandemic level. Growth was particularly strong in international travel, which increased 19 per cent to 24 million passengers.

When the Covid-19 pandemic struck almost four years ago, it heralded some very transformative years for the aviation industry. The sudden restrictions placed on people's ability to travel brought four consecutive

years of losses for Swedavia. Only in 2023 has travel approached the levels that establish profitable conditions for us. At the same time, we are also beginning to see how the measures we implemented to improve efficiency during the pandemic are having a positive effect on earnings, driving us towards sustainable profitability. It is vital for us that this trend continues, both as a commercial company and for our continued ability to invest in the airports' infrastructure.

Aviation has seen a steady recovery since the end of the pandemic. A large proportion of passengers have come back to our airports, while the range of routes and destinations has broadened, in particular at Stockholm Arlanda Airport. We saw a slowdown towards the end of 2023, however, which was expected given global economic trends. Historically, aviation has had a strong link to the economy and economic development. In the longer term, however, all the



indications point towards continued recovery and long-term growth in passenger volumes.

MAGICAL MEETING PLACES

We live in an increasingly globalised world where aviation's ability to bridge distances and create opportunities for meeting is increasingly important. The recovery establishes a foundation for continued growth and a stronger belief in the future of aviation. This faith in the future goes hand in hand with our customers' greater expectations of what an airport should be and how it should be experienced. It is no longer enough to offer an easy way of getting from one place to another. Our airports need to be magical meeting places, where the passenger experience maintains high international standards.

During 2023, we continued to implement our commercial strategy with an increased focus on having an affordable, broad and varied range of food, drink and shopping. We

were able to inaugurate the first phase of the new marketplace at Stockholm Arlanda Airport, and throughout the year, our travelers have also been able to benefit from a new marketplace at Malmö Airport and an enhanced offering at Göteborg Landvetter Airport and Luleå Airport. The reactions have been positive. We can see how an expanded range of services at the airports is contributing to increased customer satisfaction and we look forward to being able to continue developing and expanding the concept in 2024. The commercial offering provides an important contribution to our business and our opportunities to continue developing the airports and it helps us to maintain competitive airport charges.

THE GLOBAL SITUATION

For me and for all my colleagues, safety is always the top priority. This is the norm for all of us who work at the airport. During the past year, we have seen ongoing unrest in the

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world around us. Security is now occupying increasing space in the public debate. Our airports are, and will continue to be, welcoming places where everyone can feel safe. Over the past year, we have implemented a number of measures to ensure that our passengers feel safe despite an unsettled world.

DEVELOPMENT OF ARLANDA

During the past year, we were able to successfully install a new state-of-the-art security control at Arlanda. This investment has certainly paid off. In December, the average waiting time to pass through the security control was two minutes. This has helped to significantly improve the passenger experience and is an important step in the continued development of Arlanda. Much more is needed, however, in order to improve the airport's competitiveness.

Arlanda is the hub of Sweden's national basic infrastructure of airports and it plays a key role in connecting Sweden's regions together and also in connecting Sweden with the rest of the world. It is in the national interest that the competitiveness and continued development of the airport are ensured. Swedavia as a company, other social actors and Sweden as a country need to take action together. In light of the EU's greater climate ambitions, it is high time to review national policy instruments such as the aviation tax. The aviation tax directly inhibits competitiveness and restricts the opportunities to continue to attract the direct intercontinental routes that Arlanda needs in order to be an attractive airport. Nor does it actually contribute to the climate transition we need, but is instead inhibiting because it lacks a steering effect and merely

imposes a financial burden on the industry.

At the same time, the existing road and rail infrastructure to and from the airport is limited. The conditions for continued growth at and around the airport need to be secured and the passenger's journey from door to door must be simplified. It is therefore encouraging to see that the government has now appointed a coordinator with the specific brief of proposing concrete measures to increase capacity to and from Arlanda, improve accessibility and strengthen the airport's role in the transport system. My hope is that this initiative will also lead to real action and concrete measures.

OPPORTUNITIES TO MEET

Our purpose is to enable people to meet. This is an opportunity that must also be available in the longer term. Our starting point is that future generations should have the same opportunities to meet over long distances as we have today. This is a central issue for Swedavia and an key element of our vision for 2030. We are working to future-proof aviation, simplify door-to-door travel and create magical meeting places. As a policy instrument, we have adopted a number of strategic targets for sustainable value creation. These targets support our vision and are key tools for Swedavia's contribution to fossil-free aviation and a long-term socially and economically sustainable society.

Our latest brand survey shows that an increasing number of people associate Swedavia with sustainability. With good reason. During the past year, Landvetter and Malmö received the highest level of certification according to the Airport Carbon Accreditation – the

international industry standard for climate transition work at the world's airports. To date, only ten airports in the world have satisfied the requirements for this new highest level, but our ambition is for more of Swedavia's airports to achieve this in the future.

In 2024, we will continue to work with our customers and partners towards achieving fossil-free aviation. This year will be the fifth year in a row that we are implementing our incentive programme to increase the use of sustainable aviation fuel. Through this programme, Swedavia reimburses up to half of the cost of refuelling with sustainable aviation fuel. Like last year, this year's programme will be run with a pot of SEK 40 M, which is double the amount for 2022. Since its launch in 2020, the programme has provided a total investment of SEK 100 M.

Fossil-free aviation also requires technological innovation. During the past year, Swedavia has intensified its work to prepare our airports for and promote the development of electric and hydrogen-powered aviation. We entered into cooperation with Heart Aerospace during the year, with the aim of demonstrating the turnaround and taxiing process of a full-scale mockup of the ES30 aircraft at Malmö Airport. Our collaborations with Heart Aerospace and other industry operators are important for our understanding of the future of electric aviation. We have also now formed a partnership with Airbus, Vattenfall and SAS, among others, to more deeply analyse and understand what is required to create the conditions for the use of hydrogen in aviation at our Swedish airports. Collaborations like these between industry operators from all links in

the value chain are also vital for the climate transition of aviation.

In 2024, we will implement a number of activities to further enhance the efficiency and competitiveness of our airports. Remote air traffic control (RTS) is one example of this. Malmö Airport is gaining access to the existing RTS solution during the year. This will conclude a project that has been under way for many years and which has previously provided remote air traffic control to Kiruna, Umeå and Åre/Östersund.

WORLD-CLASS EMPLOYEES

Swedavia is reliant on its committed employees in order to deliver the product that customers expect and to develop in a way that meets the increasing demands of passengers. During the year, we implemented a number of activities to strengthen our ability to attract and retain the right employees and the right skills. Our employee survey shows that we are on the right track and that an increasing proportion of our employees would recommend Swedavia as an employer.

The year 2023 was marked by strong operational delivery at our airports. This is a direct result of the high level of commitment that exists within the organisation, which has also contributed to increased customer satisfaction. It is our employees who make our business possible and who achieve our results. I am pleased and proud to be able to work with each and every one of those who every day enable people to meet.

Jonas Abrahamsson*President and CEO*

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Swedavia's competitiveness must be strengthened

Three questions to the Chair of Swedavia's Board, Åke Svensson.



WHAT IS YOUR VIEW OF THE CONDITIONS FOR SWEDAVIA AFTER THE DEVELOPMENTS OF RECENT YEARS?

“It is above all with pride that I look back on everything that Swedavia has achieved under difficult conditions for long periods in recent years. I am particularly proud of the fact that we have been able to continue making important investments in measures to improve efficiency, despite the economic pressure brought about by the pandemic. The results of a large proportion of these investments were also evident in 2023 – in particular at Stockholm Arlanda Airport, where the new security control and the first phase of the new marketplace opened. We have also seen investments in other airports, including in Gothenburg and Malmö. The fact that we continued to make vital investments even during the pandemic also means that the company is now well equipped for the future.”

WHAT WILL BE PARTICULARLY IMPORTANT LOOKING FORWARD?

“Swedavia's competitiveness must be strengthened relative to the other Nordic countries so that we can contribute to even better connectivity, in particular internationally. Achieving this, however, will take more than Swedavia, as an airport operator, doing absolutely everything we can. National and international policy instruments also need to be harmonised so that Swedish operators are not at a disadvantage. It may also be very important for our owner to continue to be proactive in enabling the necessary investments to be made at the right time, and we also need to return to profitability in the coming years.

We are seeing a great deal of commitment to the structure of the Swedish airport system and, in particular, to the national basic infrastructure of airports for which Swedavia is responsible. The proposals made by the government airport inquiry include changes to the basic infrastructure. It is good to see a review of the design of the basic infrastructure – it has been a long time since this was

last done. It is important to point out, however, that Swedavia is a commercial company and any change that is made to our mission must be done on market terms.

IN RECENT YEARS, THE PREPAREDNESS OF AIRPORTS HAS BECOME AN INCREASINGLY HOT TOPIC. WHAT IS YOUR VIEW ON THIS?

“Swedavia has an important social mission through the central role we play in Sweden's transport system. When Russia launched a full-scale invasion of Ukraine, it changed the security situation for Sweden and all of Europe. For this reason, Swedavia has spent time this past year intensifying the planning of our role in civil defence, which involves us safeguarding our essential operations by keeping our airports open even during a heightened state of alert and war. The two most important activities have been developing a model with LFV for ensuring the security of supply of our airports, and securing our resource needs through the martial deployment of our employees at Swedavia.

It is not only in the field of preparedness that work that has been carried out in a very committed and professional manner over the past year, however. It makes me very proud to see the structured and committed manner in which all of the company's employees are engaging both in the vital safety work of the aviation industry and in the climate transition of aviation, while day-to-day operational delivery is always of the highest standard. There is a pride and joy throughout the company that has enabled fantastic efforts in several areas over the past few years. Through these efforts, Swedavia is taking a social responsibility that makes me proud and I would therefore like to conclude by thanking all of the company's employees, management and partners for their outstanding efforts in 2023.

I would also like to extend a welcome to all our passengers at Swedavia's airports. They are the reason we exist and I look forward to the coming years with confidence.

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Simultaneous crises around the globe

The world is suffering an increasing number of simultaneous crises, including an escalating climate crisis, political instability and a historically serious security situation. These crises impact on each other and their development is uncertain, complex and unstable. At the same time, new generations are putting their stamp on travel, consumption and working life. Parallel to this, there is exponential technological development that has great potential to improve our lives, while at the same time bringing a number of different risks. Swedavia has identified eight trends that especially affect the aviation industry and our airports.



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1.

New patterns of living increase demand for air travel

Travel experiences are a major priority in consumption decisions, even in an economic downturn. The recovery of the aviation industry has continued following the pandemic, but has been dampened by the rising cost of living and households' concerns about their own finances.

Globally, there are strong long-term drivers for increased air travel as the population grows, prosperity increases and people move to cities for better education, healthcare and work. This migration will continue, which creates demand for flights to visit relatives and friends. Major investments in increased flight capacity are being observed, particularly in Asia and the Middle East.

CONSEQUENCES

- Urbanisation, population growth and increased prosperity provide development opportunities for new routes.
- The aviation industry is highly competitive and airlines are subject to stringent demands for responsiveness, fast processes and punctuality.

HOW SWEDAVIA ACTS

- Works actively to enhance connectivity and boost demand through a broad range of routes and airline customers.
- Ensures competitive airport charges.
- Ensures an efficient product for customers through process-oriented work. Read more on page 38 and 39.



2.

The vulnerability of society is increasing

The vulnerability of society is also escalating as functions become increasingly dependent on the functioning of IT and communications systems. The threat from cybercriminals is increasing exponentially and ever-smarter security solutions are needed. Developments in AI provide powerful tools for destabilisation and manipulation and it will become increasingly difficult to distinguish between what is real and what is fake.

The consequences of global warming are becoming clearer to see in the form of extreme weather phenomena and continual record temperatures. Every tenth of a degree of global warming significantly increases the vulnerability of society, with consequences such as depleted ecosystems, resource scarcity, increased migration and changed travel patterns and shipping routes. These developments call for increasingly drastic measures and a need to accelerate climate change adaptation.

CONSEQUENCES

- Protection against the effects of extreme weather must be safeguarded.
- Protection against cybercrime and hybrid warfare must be enhanced, and staff awareness must be raised.

HOW SWEDAVIA ACTS

- Identifies the airports' needs for protection against extreme weather.
- Measures to increase security awareness.
- Training in awareness about cyberthreats.

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3.

From sustainable to regenerative

The concept of sustainability includes an increasing number of areas. New laws are increasing transparency concerning sustainability work and tightening up requirements, in particular with regard to social sustainability. We are moving towards a more systematic approach, where everything is connected and expertise will be required throughout the company. We are also moving towards an economic management approach based around efficiency, circular models and regenerative solutions in order to provide resources and strengthen biodiversity.

CONSEQUENCES

- Compliance with new regulations is required.
- Increased importance of proactive sustainability work.
- Increased transparency and more extensive sustainability reporting.
- Need for circularity to reduce resource use.

HOW SWEDAVIA ACTS

- Has fossil-free airport operations run under its own management since 2020.
- Purchases energy from renewable sources and district heating from biofuels.
- Works so that all businesses and other organisations at the airports will be fossil-free.
- Sets goals and carries out measures to increase the fossil-free content of construction operations.
- Trains and prepares operations for future standards in sustainability reporting to ensure access to information and quality data, and also reviews internal processes.
- Identifies and prioritises potential circular flows.
- Improves the specification and follow-up of requirements in procurement and contracts.
- Strengthens work to identify impacts, risks and opportunities throughout the value chain.

4.

The transport sector is making a green transition

Even as finances in the aviation industry are strained by low margins, carbon dioxide emissions must be reduced through the modernisation of aircraft fleets, the addition of sustainable aviation fuel (SAF) to the fuel blend and, in the long term, electrification and hydrogen. In the near future, sustainable

aviation fuel is vitally important, where demand needs to be met with large-scale production. Commercial routes operated by smaller electric aircraft will be launched from 2025 and hydrogen-powered aircraft by the end of 2030. After that, rapid growth will probably be seen in the market for drones and electric-powered aircraft, which can serve as flying taxis. Airports have the potential to be important hubs.



CONSEQUENCES

- Transition to sustainable aviation fuel (SAF), electric aircraft and, in the long term, fuel from hydrogen.
- The rapid growth in demand for charging infrastructure must be met with a renewable energy supply.

HOW SWEDAVIA ACTS

- Goal of achieving fossil-free domestic air travel by 2030.
- Purchases sustainable aviation fuel to carbon-offset fuel used in the company's own business travel since 2016.
- Coordinates the procurement of sustainable aviation

- fuel and supports other organisations in this process.
- Climate-differentiated take-off charges provide better conditions to encourage airlines to make the green transition.
- Works to drive the use of sustainable aviation fuel through incentives for airlines.
- Has a strategy for electric aircraft and participates in electric aircraft projects.
- Identifies conditions needed for hydrogen-powered aviation.
- Identifies conditions for future drone and air taxi traffic.

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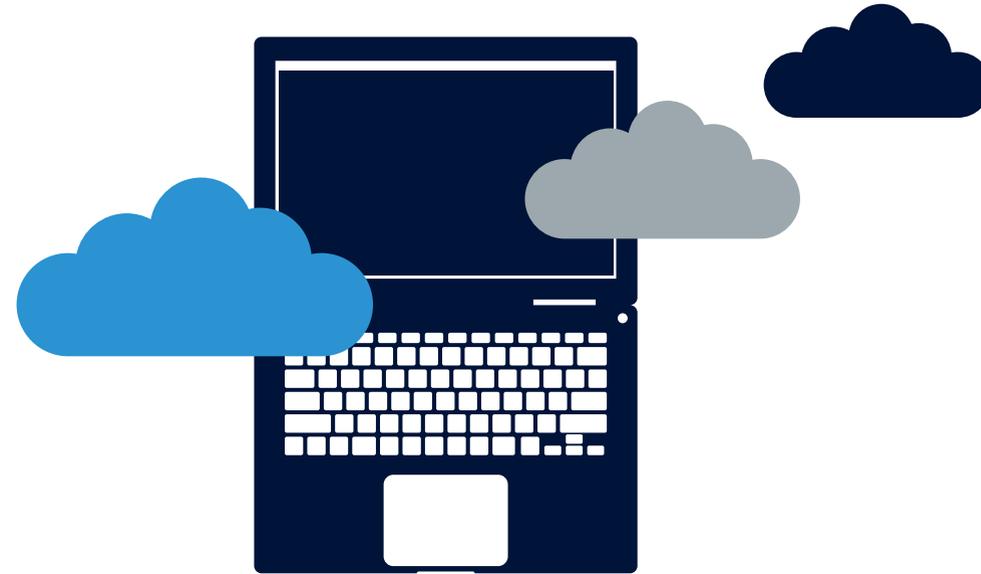
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5.

The merging of physical and digital

The incredibly rapid pace of digitisation is changing how people live, travel, work and consume. In the long term, the digital and physical worlds will merge with the help of technologies such as AI, sensors, virtual reality, biometrics and digital twins. The thinking is that we will move seamlessly between the physical and digital world, for example, to explore a destination.

CONSEQUENCES

- Large flows at airports entail optimisation opportunities through data gathering, sensors and analytical tools.
- New technology must be continuously tested and evaluated.
- New requirements for the company's innovation and implementation capabilities and for benefiting from external innovativeness.

HOW SWEDAVIA ACTS

- Drives strategic shift to digital transformation in order to create customer value.
- Generates and tests ideas based on established idea management process.
- Enables digital collaboration between Swedavia's airports with shared operations centres.
- Continues implementation of autonomous snow removal vehicles.
- Continued European collaboration on research and development for the Single European Sky (SES).

6.

Seamless travel

Digital technology makes the journey smoother. Passengers expect it to be easy to transfer between different modes of transport and that the various digital processes involved will be interconnected. Ensuring that the analogue and digital work together seamlessly will be vital for success, particularly

in the travel industry. Predictability will be increasingly important and will be made possible using sensors, big data and artificial intelligence. Passengers will benefit from greater control and shorter queues, while the industry's various operators will be able to offer a better experience.

CONSEQUENCES

- Passengers and customer groups place greater demands on the services offered, automated processes, customised information, contactless services and biometrics, among other things.
- New demands for collaboration in ecosystems with different market participants. Vision and benefits must be communicated.
- Systems need to interact so that up-to-date information about the journey is available in digital channels and assistants used by passengers.
- New car-related business models can reduce the need for parking in the long term. Drop-off/pick-up facilities and intermodality will be more important.

HOW SWEDAVIA ACTS

- Ensures an efficient product for customers through process-oriented work.
- Wants to take a leading position as a market player in promoting more seamless travel.
- Works to connect transport modes digitally so that buses, trains and taxis can be booked via Swedavia's external digital channels.
- Conducts feasibility studies and prepares pilot projects on biometric technology.
- Looks for new partnership solutions with innovative transport operators to provide pick-up/drop-off service at the airports.



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7.

New ways to serve passengers

Passengers need to feel in control of their journey in order for them to relax, socialise and avail of the offerings and experiences at the airports. Up-to-date information therefore needs to be available both in digital channels and in the physical environment. For many people, that part of the offering that is unique and local is more interesting than simply ordering something on their

CONSEQUENCES

- Need to make apparent what is unique about airports.
- The business models of brands are changing. Airports are important channels for converting customers.
- Different store solutions for passengers, who want unique and sustainable shopping.
- Health and wellness need to be reflected in the physical environment and the range of products and services available.
- Messages need to be based on benefits. Quick responses are needed.
- Waiting times that create no value need to be prevented, and information about expected queue times needs to be provided.

mobile phone. Travelling is also part of everyday life and people need services and the opportunity to get their errands done. Many people are receptive to novelty, appreciative of elements of art and culture, and are happy to be stimulated and inspired.

The environment, the climate and social responsibility are considered to be more important than ever. This has inspired some people to consume less, and many to shun companies that do not take these issues seriously. There is a strong trend for wellness, which needs to be addressed in the environment and in the options available for wellbeing and recreation.

HOW SWEDAVIA ACTS

- Continues to implement its process orientation in order to deliver customer value.
- Updates its customer promises to address changes in customer behaviour and customer needs.
- Carries out concession procurements for vendors in Retail, Food and Beverage with concepts that will meet different customer needs.
- Is building a new marketplace at Stockholm Arlanda Airport.
- Increases information available in digital channels, for example in Swedavia's app and at its customer service desks, so passengers can better manage their journey.
- The airport offers different levels of service, and passengers can upgrade the level of service themselves.



8.

Flexible working life with continuous search for skills



The world around us is evolving quickly and new content is rapidly being added to many jobs. Creativity and analytical skills are in demand, along with an increasingly high level of digital competence. We constantly need to learn new things, as part of our jobs, and competition for strategic competence is intensifying. The importance of being an attractive employer is growing, and the

company's purpose and working conditions are becoming more important. Widespread mental health issues also entail a need for sustainable conditions and preventive measures. The desired way of working, at whatever age, is switching between remote work and offices with space for social and creative tasks. This entails developing new office solutions and coworking options.

CONSEQUENCES

- Increased need to safeguard critical competencies.
- Growing importance of continuous learning and being seen as an attractive employer to safeguard talent.
- Remote working places requirements on trust-based leadership with clear management by objectives.
- Need for increased inclusion, access, gender equality, well-being and safety for everyone.
- Need for proactive work environment management in order to prevent accidents and illness.

HOW SWEDAVIA ACTS

- Conducts brand surveys and develops its employer brand to meet the needs of future job seekers.
- Has a clearly defined offering in our Employer Value Proposition.
- Gradually develops coordinated employee strategies that ensure Swedavia has the right capacity to meet changing conditions in the world.
- Works proactively against ill health and monitors workplace incidents reported to management on a continuous basis.

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Continued recovery in an uncertain world

Air travel continued to recover in 2023, with passenger volume increasing by 16.5 per cent, despite inflation and interest rates being higher than they were in 2022. The increase in travel contributed to higher revenue and improved earnings compared with the previous year, and cash flow from operating activities was positive during the final three quarters of the year.

Swedavia's revenue is mostly variable and dependent on passenger and traffic volumes at the airports. Swedavia fully finances its operations and investments within the framework of its own operations, with the majority of revenue and profits coming from airport operations. During the pandemic, a methodology was implemented of working on the basis of different passenger volume scenarios and this has remained an important tool for Swedavia's planning during the year in preparation for increased travel.

IMPROVED CONNECTIVITY AND BROADER RANGE

Sweden's connectivity is being enhanced as the airlines continue to invest in new routes and increased traffic at Swedavia's airports. The number of scheduled destinations from the company's airports at year-end was 86 per cent of the pre-pandemic figure. The post-pandemic recovery has continued, which is vital for Swedavia

achieving profitability in the future, but it is also important that the positive trend continues and that Swedavia's competitiveness is strengthened relative to our Nordic competitors. Long-haul routes and insufficient frequencies to most of our destinations are still a challenge. During the year, procurements were carried out in Retail, Food and Beverage in accordance with the Swedish Concessions Procurement Act. These procurements have been very successful and our passengers are now benefiting from an expanded and varied range.

CONTINUED IMPROVEMENT IN EARNINGS

Increased passenger numbers meant a rise in net revenue of SEK 1.1 billion compared with last year, with commercial revenue per passenger continuing to increase as part of Swedavia's commercial strategy with the new security control and marketplace at Stockholm Arlanda Airport. As the number of

passengers increased, so did volume-related costs, which were also impacted by inflation. The company's operating income continued to develop positively, even allowing for the effects of non-recurring items. Cash flow from operating activities was positive during the final three quarters of the year.

INVESTMENTS

Swedavia achieved key milestones in the development and modernisation of Stockholm Arlanda Airport during the year with the opening of the new security control and the first phase of the 11,000-square-metre Marketplace. The new security control has a significantly larger capacity than its predecessor and this is one of the reasons why commercial revenue per passenger has increased. Investments were also made in the commercial offering at Göteborg Landvetter Airport, Malmö Airport, Luleå Airport and others during the year. In addition to these investments, measures have been implemented in recent years to increase capacity at Göteborg Landvetter Airport and Bromma Stockholm Airport. The investment portfolio for the years ahead includes reinvestments to maintain capacity as well as initiatives for safeguarding digitisation and the green transition. There are preparations to further invest in capacity at Stockholm Arlanda Airport through the restart of the paused project to build a new pier in order to meet increased demand. There were no transactions for property development within Real Estate during the year. Work has been under way, however, on several development projects, which are expected to result in a number of transactions in the future.



Kristina Ferenius

CFO

POSITIVE EVENTS DURING THE YEAR

The fact that travel remains a priority despite greater uncertainty in the world. Increased travel has, without doubt, helped Swedavia's earnings to be better than last year.

WHAT RISKS AND CHALLENGES HAVE NEEDED TO BE MANAGED?

Raised interest rates and high inflation make it difficult for us to keep the company's costs down.

WHAT IS THE MAIN LESSON YOU TAKE FROM YOUR WORK?

During the pandemic, we developed a methodology for reacting to different passenger volume scenarios. We have continued to use this methodology this year and it has proven to be a very good tool.

YOUR VISION FOR THE FUTURE?

My vision and ambition is to help create long-term, sustainable profitability for Swedavia.

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FINANCING

Operating, owning and developing the Swedish national basic infrastructure of airports entails capital-intensive operations, and access to funding with favourable terms is an essential condition for running operations in the best way. Market interest rates continued to rise during the year and the assessment is that the future interest rate situation remains uncertain. The capital market remains volatile, with widening credit margins as investors have become more selective. However, for a company such as Swedavia, with high creditworthiness, access to funding from both banks and the capital market has remained good. Swedavia’s financing strategy, with a broad spread of maturities, well-diversified funding sources and debt instruments, as well as an interest rate hedging strategy, has alleviated the effect of last year’s rise in interest rates.

Swedavia launched its green bond framework in 2019 and this was updated in 2023. Swedavia received a new Second Party Opinion from CICERO Shades of Green. CICERO has rated the overall framework “Light Green”, and governance is rated “Excellent”. A green bond was issued during the year for SEK 100 M.

In November, a hybrid bond was issued in the amount of SEK 2 billion. There was a very high level of interest from the capital market, mainly from institutional investors but also from Nordic investors, and this, combined with significant oversubscription, is proof of Swedavia’s strong position among investors in the Nordic region.

INVESTMENTS AT SWEDAVIA’S AIRPORTS

SEK billion	Actual 2023	Business plan 2024–2025
International Airports	1.9	3.5
Stockholm Arlanda Airport	1.4	2.5
Göteborg Landvetter Airport	0.1	0.2
Bromma Stockholm Airport	0.1	0.1
Malmö Airport	0.0	0.1
Shared	0.3	0.7
Regional Airports	0.1	0.6
Total	2.0	4.2



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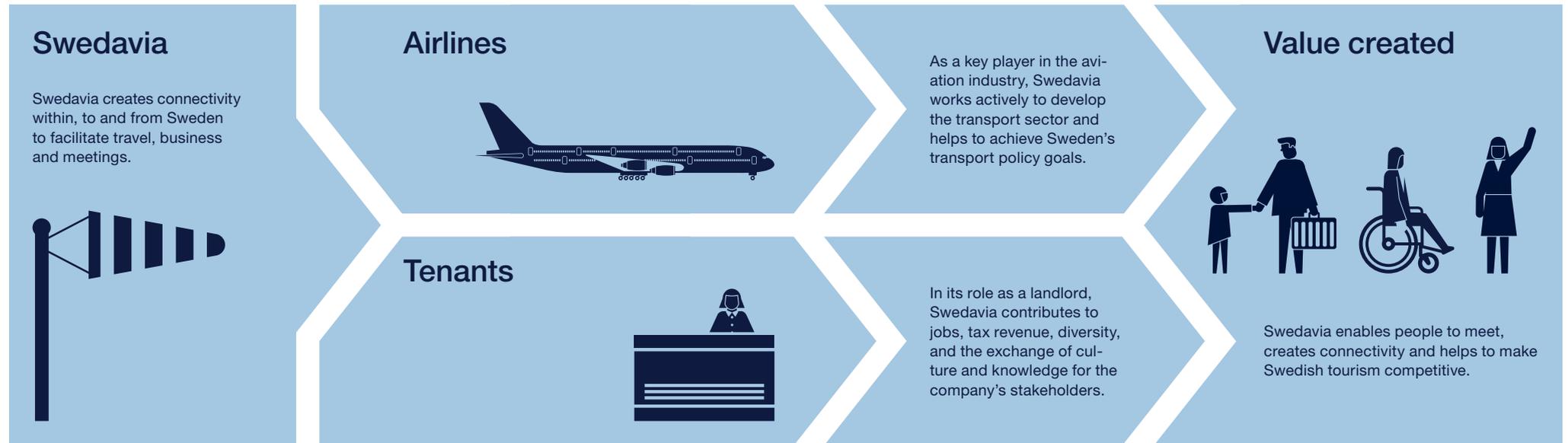
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We enable people to meet

Swedavia’s business revolves around three customer categories: passengers, airlines and tenants. Airport Operations and Real Estate constitute the two operating segments. Together with its customers and partners, Swedavia enables people to meet. Swedavia creates connectivity and contributes to a competitive Swedish tourism industry. This is how value is created, for customers and society as a whole.



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Airport Operations

Owns, operates and develops Sweden's national basic airport infrastructure.

Real Estate

Owns, develops and manages properties.



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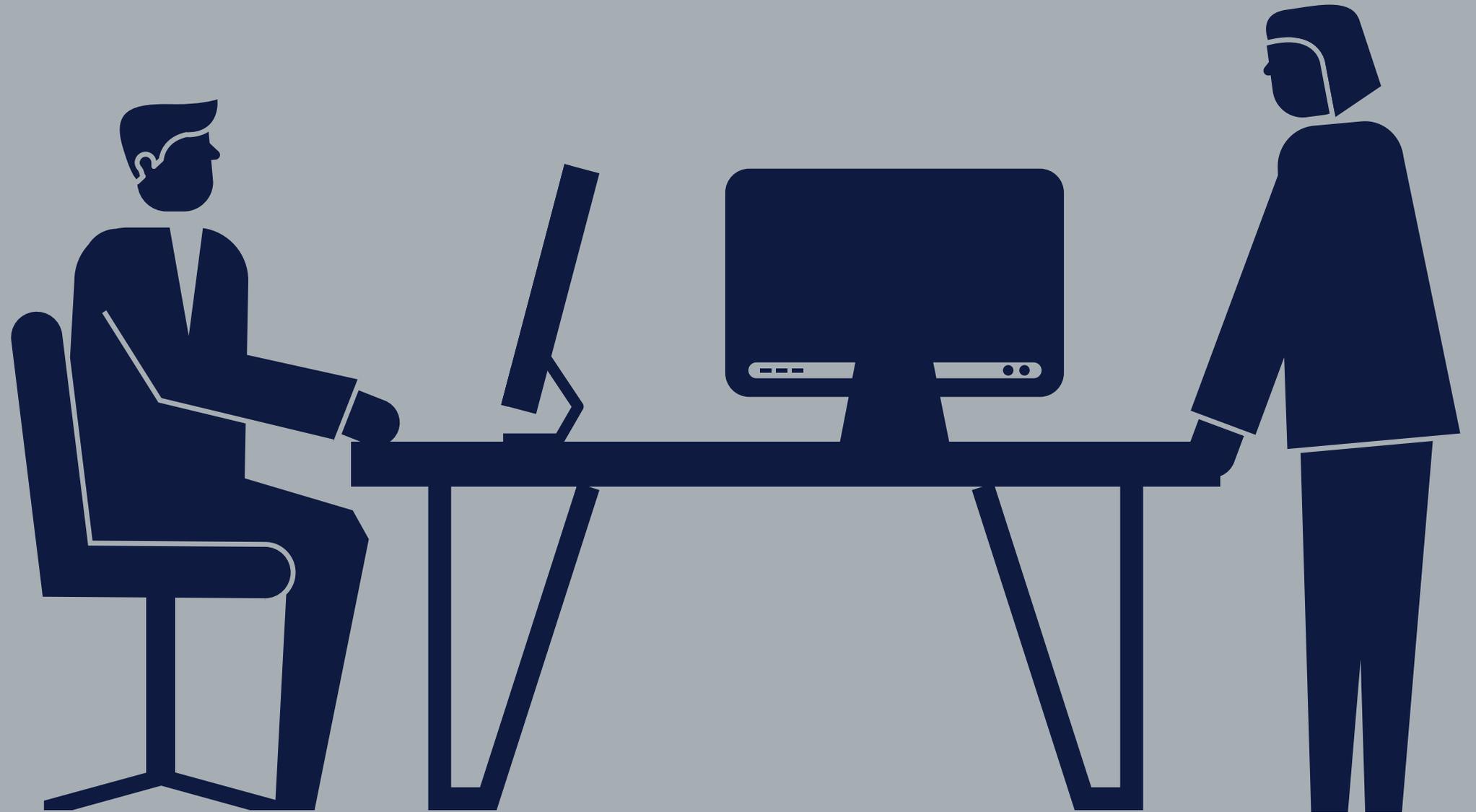
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Sustainability the basis for strategic focus

The strategic focus is Swedavia’s common compass that describes the strategic vision and the shifts that are required in order to achieve it. The strategic focus will ensure that Swedavia has a competitive and sustainable business, both right now and in the long-term future.

Swedavia’s strategic focus specifies how the company will pursue its mission and deliver on its customer promises and on the goals set by its owner, the Swedish State. It also describes how Swedavia works to meet its commitment to the UN’s Sustainable Development Goals and Agenda 2030 as well as address external factors and trends.

STRATEGIC VISION 2030

The strategic vision describes where Swedavia wants to be in the future and can be summed up in three focus areas:

1. Future-proofing aviation

Swedavia is currently a world leader in the development of sustainable airports. The company will continue in the same manner in the future. Swedavia is also driving the development of sustainable air transport of the future, where air travel generates the least possible impact on the environment and enables smooth and efficient travel to, from and within Sweden. Fossil fuels will be phased out.

2. Simplifying the journey from door to door

Swedavia’s airports will be hubs in a seamless transport system. Connections to other transport modes will be improved – digitally and physically – for even smoother and more sustainable travel. It will be easy for everyone to book and to travel from door to door. Swedavia’s airports have smooth and predictable flows and provide scope for the air mobility of the future.

3. Creating magical meeting places

Swedavia’s airports will be magical meeting places – for people, ideas and companies. They will offer the best customer experience in the market, but they will also be meeting places that create value for the top competencies and collaborations in the market. Swedavia’s airports are a natural workplace in a business essential to society, with attractive working conditions and a safe, inclusive and stimulating work environment.

PURPOSE

Together, we enable people to meet

STRATEGIC VISION 2030



Future-proofing aviation



Simplifying the journey from door to door



Creating magical meeting places

THREE STRATEGIC INITIATIVES TO ACHIEVE THE STRATEGIC VISION

Aviation’s green transition

The airport as a multimodal hub

Digital transformation

SAFETY AND SUSTAINABILITY IN EVERYTHING WE DO

85 customer experience (index)

6 return on operating capital (%)



75 engaged leaders and employees (index)

0 fossil carbon dioxide emissions from domestic flights (%)

SWEDAVIA’S VALUES

Reliable

Engaged

Innovative

Welcoming

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Shifts to achieve the strategic vision

To meet the future needs of customers and society's expectations of operations as well as deliver on its overall strategic vision, Swedavia needs to focus on a number of shifts that help the business to achieve its strategic vision with the greatest possible resource efficiency.

A shift is a major change in Swedavia's operations that cannot be implemented solely through continuous improvements. It also has strategic importance and is a clear step towards the strategic vision for 2030. Swedavia has identified a number of shifts that the company needs to implement in order to achieve its strategic vision and its three main areas. Three of these shifts are called strategic initiatives and are

considered fundamental to the overall business. They also have a clear link to innovation and technological development.

AVIATION'S GREEN TRANSITION

Through continued work with the "Roadmap for Fossil-Free Competitiveness: Aviation", domestic air travel will be fossil-free by 2030 and all air travel in Sweden fossil-free by 2045.

THE AIRPORT AS A MULTIMODAL HUB

Swedavia wants to be a leader in developing multimodal hubs that offer passengers and logistics operators seamless intermodality in an efficient, smooth way as well as enabling new transport modes at the airports.

DIGITAL TRANSFORMATION

Swedavia will actively realise the potential of digitisation and automation to optimise and improve the efficiency of flows and processes as well as develop new products, services and business models.

In addition to the three strategic initiatives, there are a number of shifts aimed at bridging the gap between the long-term goals and the business as it is now. These may involve, for example, reviewing how Swedavia manages construction materials to improve resource use, improving the planning and optimisation of operations together with other operators at the airport for greater predictability (Total Airport Management), and implementing a process-oriented approach that helps Swedavia to optimise deliveries to customers.

EXAMPLES OF WHAT SWEDAVIA IS DOING WITHIN THE DIFFERENT SHIFTS

ACTIVITIES DURING THE YEAR WITHIN DIGITAL TRANSFORMATION

- Biometric pilot. Work to carry out a pilot project for biometric passenger flow was firmed up during the year and procurement carried out.
- Digital twin. A Smart digital twin project was launched for energy optimisation and has been granted external co-funding.
- Fault reporting. A joint fault reporting project has been completed according to plan and a new case management system is being introduced.
- Self-driving machines. During the year, there was intensified testing of the autonomous operation of ploughs, sweepers and blowers (PSB).

ACTIVITIES DURING THE YEAR WITHIN AVIATION'S GREEN TRANSITION

- Energy hub: A project has been launched to develop a strategy for how the energy needs arising from the ordinary operation of Swedavia's airports, along with enabling electric- and hydrogen-powered aircraft, can be met.
- Baltic Sea Region and collaboration with Airbus: Project to investigate the possibilities of introducing hydrogen-powered aircraft at Swedavia's airports.
- ELISE 3: Green light for a project to test the Heart Aerospace ES 30 electric aircraft at Malmö Airport.

ACTIVITIES DURING THE YEAR WITHIN THE AIRPORT AS A MULTIMODAL HUB

- Journey planner. Development of a digital journey planner that brings together all modes of transport.
- Interchange building. A benchmark and review of an interchange building for buses and taxis at Stockholm Arlanda Airport have been carried out.
- Ve-place. External co-funding project to develop a manual for how vertiports for vertically landing aircraft (eVTOL) can be installed at airports.

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Swedavia's mission, targets and goals

Swedavia's mission is to own, operate and develop the airports in Sweden's national basic infrastructure. Swedavia shall also actively take part, based on sound business practices, in developing the Swedish transport sector and help to achieve the transport policy goals adopted by parliament.

MISSION GOALS

Swedavia shall measure and give an account of the actual figures for five mission goals for which targets have not been set. The actual outcomes shall be discussed in dialogue with Swedavia's owner, presented in the Annual Report, and reported annually to the authority designated by the owner, currently Transport Analysis.

The function goal pertains to how connectivity shall be developed for citizens and businesses.

The concern goal describes how the Swedish transport system shall be developed in terms of traffic safety, environment and health.

FINANCIAL TARGETS

Swedavia's financial targets, as set by the owner, are a return on operating capital of at least six per cent and a debt/equity ratio of 0.7–1.5 times. The dividend pay-out ratio shall be 10–50 per cent of the profit for the year.



FUNCTION GOAL, ACTUAL 2023¹⁾

Customer experience

79 ₍₇₆₎

In 2021, a new measurement method was implemented, which is expressed as an index instead of as a percentage.

Number of direct international destinations

263 ₍₂₄₅₎

Number of domestic passengers, millions

8.3 _(7.6)

Number of international passengers, millions

23.8 _(20.0)

CONCERN GOAL, ACTUAL 2023¹⁾

Number of accidents and serious incidents²⁾

0 ₍₁₎

Carbon footprint, thousands of tonnes³⁾

392 ₍₃₆₄₎

FINANCIAL TARGETS, ACTUAL 2023¹⁾

Capital structure

Debt/equity ratio 0.7–1.5 times

1.0 _(1.0)

Profitability

6% return on operating capital

-1.2 _(-3.3)

Dividend pay-out ratio

— (—)

10–50%

1) Previous year's figures in parentheses
2) At Swedavia's airports
3) For Swedavia's airports, broken down into own operations, air traffic and ground transport to and from the airports.

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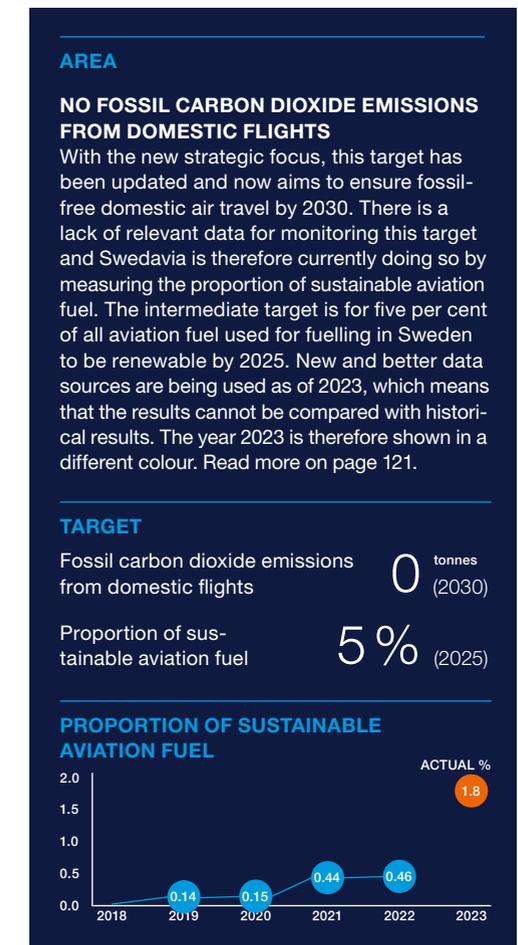
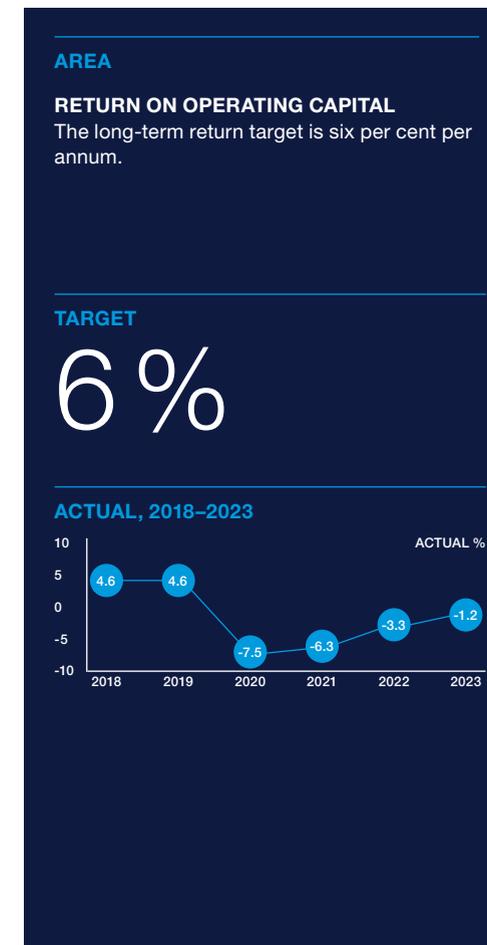
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Strategic targets for sustainable value creation

Based on its materiality analysis and business approach, Swedavia has defined four strategic targets for sustainable value creation.



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Swedavia's collaborations

Being able to take action together on important issues provides a better basis for decision-making and greater strength. Swedavia has a number of collaborations and partnerships in areas ranging from environmental issues to working conditions. A selection of active collaborations is presented below.

Environment

SWEDISH 2030 SECRETARIAT

Brings together partners that work within one of Swedavia's focus areas for change: cars, fuel and behaviour. Together, members conduct business intelligence, prepare forecasts and drive policies and companies in a sustainable direction.

FLY GREEN FUND

Swedavia is a partner in this non-profit organisation, which works to increase demand for sustainable aviation fuel (SAF) while supporting production of sustainable fuel in the Nordic region.

FOSSIL-FREE SWEDEN

Government initiative that brings together over 450 companies, municipalities and other organisations with the view that the world must be fossil-free and that Sweden shall lead the way in this work.

FOSSIL-FREE AVIATION IN NORTHERN SWEDEN 2.0. / H2FLYUME

A project that is being run in partnership with the Municipality of Umeå, Umeå Energi and

RISE with the aim of exploring the opportunities for creating a scalable hydrogen plant at Umeå Airport to contribute to a fossil-free regional air transport network in the region.

GREEN FLYWAY

Swedavia is a co-financier and will be participating in a new three-year, cross-border project called Green Flyway 2.0 with project owners Östersund Municipality and Rørosregionen Næringsshage, as well as other partners .

AIRPORT CARBON ACCREDITATION (ACA) CLIMATE PROGRAMME

Swedavia is a member of ACI Europe's Climate Change Task Force, the aim of which is to develop long-term climate goals for EU airports and airlines. These goals shall meet the intentions of the Paris Agreement.

PFAS NETWORKS

Swedavia takes part in a number of PFAS networks, both national and international, aimed at solving the problem of highly fluorinated substances in soil and drinking water, but also works with various research initiatives on PFAS. Read more on page 25.

NORDIC INITIATIVE FOR SUSTAINABLE AVIATION (NISA)

Swedavia is a member of the Nordic collaboration NISA, in which a large number of stakeholders work to together find a reliable supply of sustainable fuel (SAF) for the aviation industry.

Technological innovation and electrification

AIR CHARGE

This project will examine measures to help accelerate the introduction of electric aviation by establishing the foundation for the future implementation of high-power charging solutions (>1MW) for electric aircraft.

ALLIANCE FOR ZERO EMISSION AVIATION (AZEVA)

Swedavia is a member of the European Commission's AZEVA initiative, which aims to prepare the aviation industry and the market for electric- and hydrogen-powered commercial aircraft.

BALTIC SEA HYDROGEN FOR AIRCRAFT

This project brings together a number of operators within the aviation industry from countries including Germany, Sweden, Finland and the Baltic States. The project will explore the ecosystem of hydrogen in relation to aviation, from production to handling at an airport.

ELECTRIC AIR TRANSPORT IN SWEDEN (ELISE)

Partner in a consortium where the goal is to develop commercial electric aircraft by 2025, where today's airports play a key role. Part 3 of ELISE is currently underway, with

the aim of demonstrating a turn-around process for an electric aircraft at Malmö Airport in spring 2025.

ELECTRIC AVIATION IN SWEDEN

This project will develop detailed performance models for both electric hybrid and hydrogen-powered aircraft and will also perform techno-economic scenario analyses for energy system solutions at airports to provide a basis for decision-making on the future needs for electric aviation.

FAACE

This project studies how the airport infrastructure of the future can be designed to meet the requirements of future aviation and propulsion technology with regard to the charging of battery-powered electric aircraft. There are currently major uncertainties concerning the technical, operational and commercial development of electric aviation and flexible design is therefore required.

F3 INNOVATION CLUSTER

Swedavia is a new member of the f3 innovation cluster at Chalmers University of Technology. Its aim is to work in collaboration for a rapid transition to sustainable fuels, which provides the transport sector with the conditions needed to achieve its goals without having a negative impact on other climate and sustainability goals.

HEART AEROSPACE

Swedavia is a parttaker on the Heart Aerospace Industry Advisory Board that aims to promote the development of a sustainable electric regional aircraft. Among other things, the advisory board is helping to define requirements and so accelerate

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towards a start date for Heart Aerospace's ES-30 electric aircraft. In 2025, Swedavia will make Malmö Airport available for the testing of taxiing and charging a full-scale model of the aircraft. BRA, SAS and Northvolt are also participating in the project, which has co-financing of approximately SEK 20 million from innovation agency Vinnova.

NORDIC NETWORK FOR ELECTRIC AVIATION (NEA)

Swedavia ran the NEA 1.0 project from 2019 to 2022 together with airport operators and airlines in the Nordic region to coordinate the development of electric aviation. In 2023, NEA 2.0 was launched with the aim of examining the issues in greater detail.

SESAR 3 JU

A European partnership established to accelerate the delivery of digital European airspace through research and innovation. The partnership brings together the EU, Eurocontrol and more than 50 other organisations and companies covering the entire aviation value chain: airports, every category of airspace user, providers of air navigation services, drone operators and service providers, manufacturers and the research world.

SWEDISH ELECTROMOBILITY CENTRE (SEC)

SEC is a national centre of excellence for research and development in the field of e-mobility, including electric vehicles, hybrid vehicles and charging infrastructure. The centre carries out industry-relevant research and studies a range of technologies in order to assess their potential.

Airport & connectivity collaborations

ARLANDA REGION

A collaborative forum involving Swedavia and the municipalities of Sigtuna, Upplands Väsby, Vallentuna and Knivsta, which aims to ensure positive development that benefits both the municipalities and Stockholm Arlanda Airport. Its work focuses primarily on securing the necessary investments in traffic infrastructure, housing construction, business development, and climate and environmental issues.

CONNECT SWEDEN

Connect Sweden is a collaborative project that works to enhance Sweden's international air links, and consequently the country's competitiveness. The goal is to enhance Stockholm Arlanda Airport's position as the leading hub in the Nordic region. Participants in the project include the Stockholm County Administrative Board, Region Stockholm, the Stockholm Chamber of Commerce and representatives from the business community and other sectors of society.

SWEDISH AVIATION

The Swedish Aviation Association gathers together representatives of Sweden's aviation sector. Its members include airports, airlines, the aerospace industry and other organisations working with air navigation services and aviation issues.

The Swedish Aviation Association is responsible for following up the aviation industry's roadmap towards fossil-free competitiveness within the Fossil-Free Sweden framework.

IMPORTANT LOCAL AND REGIONAL COLLABORATIONS

Swedavia invites representatives from the regions to what is known as the Aviation Council to discuss traffic development and other important connectivity issues. Swedavia also participates in a number of forums, including Go:Connect in Gothenburg, Sweden's Chambers of Commerce and the Council for the Stockholm Mälaren Region.

Social, safety and security issues

ARLANDA AGAINST HUMAN TRAFFICKING

The network consists of companies and other organisations at and in the vicinity of Stockholm Arlanda Airport. By working together and increasing knowledge, the network helps create a safer airport and calls attention to victims of human trafficking.

HÅLL NOLLAN ('KEEP ZERO')

Collaboration for zero accidents in the construction industry, not just at construction companies but at all companies and other organisations that order, plan and carry out construction projects.

DOCTORS WITHOUT BORDERS AND THE RED CROSS

Collaborations to enable the exchange of knowledge and insights as well as enrich employees' everyday lives and thus enhance Swedavia's position as an employer.



Marie Wiksborg,
Director Business Support

SKILL SHIFT INITIATIVE

New arrivals from Ukraine reinforced staffing again in summer 2023. Eleven recently arrived Ukrainian citizens were able to find jobs as airport hosts at Stockholm Arlanda Airport when the need for staffing was at its peak.

“Work is a vital key to integration, and we are pleased about our collaboration with the non-profit association Skill Shift Initiative's Ukrainian Professional Support Center Sweden. We have had a very rewarding exchange in being able to hire skilled Ukrainian citizens, who helped passengers in the terminals,” says Marie Wiksborg, Director of Business Support. The collaboration with the Skill Shift Initiative will continue in the future.

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Future-proof aviation

Aviation is vital for development and wellbeing and it contributes to social and economic development. In an economic situation that is increasingly globalised and competitive, access to fast and efficient air transport in combination with other modes of transport is essential for

both business and tourism in Sweden. At the same time, the world is facing major challenges relating to the climate and environmental impact. In line with its strategic focus, Swedavia takes active steps to facilitate and drive the development of both sustainable airports and air transport.

The green transition of airports

Since it was formed in 2010, Swedavia has worked to reduce the fossil carbon dioxide emissions and other negative impact on the environment at and around its airports. In 2020, Swedavia achieved its goal of zero fossil carbon dioxide emissions from its own airport operations.

In line with Swedavia's environmental goals, all active operations at the airports will be fossil-free by 2025 and transport to and from the airport will also be fossil-free by 2030.

As a result, a large part of Swedavia's climate work involves collaboration and specifying requirements for partners and other businesses and organisations. In 2023, a large-scale review of all contracts was begun, with the aim of ensuring that all contractual partners are fossil-free by 2025. However, Swedavia's environmental goal for

2023 of updating 50 per cent of contracts was not fully achieved. Despite good will from all parties, administrative obstacles within contract management are dragging out proceedings. The work to review contracts will continue until 2025, when the goal is to have 100 per cent of contracts updated.

Another major challenge is finding ways of collecting and processing emissions data for scope 3, i.e. from different sources upstream and downstream in Swedavia's value chain. The work to map scope 3 will continue in 2024.

The goal of establishing fossil-free airports is extremely dependent on all parties having a clear direction and a long-term approach. The Swedish government pausing the intensification of the reduction mandate for road traffic during the year represents a major challenge for Swedavia in terms of achieving its goal of fossil-free transport to and from the airport.

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SWEDAVIA AIMING FOR THE HIGHEST LEVEL

The independent international climate programme Airport Carbon Accreditation assesses the efforts made by airports to manage and reduce their CO₂ emissions. In 2023, Swedavia became one of five airport operators in the world to be certified at the fifth and currently highest level, achieved by both Göteborg Landvetter Airport and Malmö Airport. Level five includes requirements for zero emissions of fossil carbon dioxide from those activities over which the company has full control (scope 1 and scope 2), such as fossil-free de-icing of runways and aircraft de-icing. In addition, emissions must be reduced by at least 90 per cent compared with the base year, and the remaining ten per cent must be managed through carbon removal projects, such as carbon capture and storage (CCS). It also includes engagement with other links in the value chain in addition to own operations (scope 3) – where emissions are to be reduced and reach zero by 2050. This is in line with both Swedavia's strategic focus and the industry's Roadmap for Fossil-Free Aviation.

The ambition is for all of Swedavia's airports to be ACA 5 certified by 2026. For Stockholm Arlanda Airport and Ronneby Airport, the plan is to achieve ACA 5 as soon as 2024.

ELECTRICITY INFRASTRUCTURE AT THE AIRPORTS

Another important step towards fossil-free operations is to ensure that there is a good electricity infrastructure at all of Swedavia's airports. The Airport as an Energy Hub project brings together knowledge about future energy needs from a broader perspective. This relates to electric road vehicles, the heating and cooling of terminals in a new, changed climate, and electrical energy for charging batteries or producing hydrogen for the fossil-free aircraft of the future.

NEW SOLAR POWER FACILITY

The Sun is an infinite and renewable energy source, making it one of the most sustainable options for electricity generation. During the year, Swedavia commissioned a 250 kW solar power facility adjacent to Stockholm Arlanda Airport, which was a major challenge given the strict aviation safety requirements that apply in Sweden. The facility is expected to generate approximately 200 MWh annually and is an important reference project for future solar power installations at other airports.



Göteborg Landvetter Airport also has a small solar cell facility that was installed in 2011 and Malmö Airport has a solar heating system that supplies the airport with hot water during the summer months.

CLEAR FOCUS ON REDUCING PFAS

Persistent poly- and perfluoroalkyl substances (PFAS) have been spread at what are now Swedavia's airports over many years through the historical use of firefighting foam. Swedavia (then LfV) introduced a ban on firefighting foam containing PFAS in internal exercises as early as 2008. In 2011, the fire engines were decontaminated and a PFAS-free foam brought into use. Reducing

the spread of PFAS is designated a priority area and Swedavia has intensified its efforts during the year by developing a long-term strategy for PFAS management and allocating more resources. In 2023, a temporary treatment facility using soil remediation technology for stormwater was installed at Stockholm Arlanda Airport. Swedavia works in line with the Swedish Environmental Protection Agency's methodology for contaminated areas and the focus on the issue of PFAS is driven partly by our own need to reduce the spread from our airports and partly by government requirements. Read more on pages 125.



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Aviation's green transition

Aviation accounts for around two to three per cent of global carbon dioxide emissions and for around four per cent of climate impact due to the high-altitude effect, according to the International Panel on Climate Change (IPCC). Advances such as the development of more fuel-efficient planes have reduced emissions per passenger-kilometre considerably. Aviation has become 80 per cent more fuel-efficient over the past 50 years, with only a marginal rise in carbon dioxide emissions in that time despite an increase in travel. By increasing the passenger load factor of aircraft, working for more direct flight paths, using sustainable aviation fuel and continuing to promote new innovation, aviation's climate impact can be further reduced. That is not enough, however. In order to achieve global climate goals, aviation's climate impact must continue to be reduced, which requires all operators in the value chain to work together and pull in the same direction.

Aviation is covered by the EU ETS (Emissions Trading System). This system is changing from 2024, when the proportion of free emissions allowances will be reduced by 25 per cent. The free allocation will be reduced by 50 per cent in 2025 and the airlines will have to pay in full in 2026. The proceeds from 5 million emissions allowances will go to the aviation innovation fund. An allocation of 20 million free allowances will be used to incentivise the use of fuels that contribute to the decarbonisation of aviation.

AVAILABILITY OF SUSTAINABLE AVIATION FUEL

Domestic air travel is to be fossil-free by 2030 and all air travel in Sweden is to be fossil-free by 2045. One of the principal solutions for achieving these targets is the blending in of sustainable aviation fuel. Fuel producer Neste reports that aviation's fossil carbon dioxide emissions can be reduced by up to 85 per cent from a life cycle perspective by using sustainable aviation fuel.

However, the current supply of sustainable fuel is far from adequate. Major plans have been drawn up to significantly increase the production of sustainable fuel. But clear signals are needed from actors in a variety of important sectors before we can achieve production at a scale that can cover the need for the aviation industry to transition and reduce its climate impact.

Swedavia is contributing to the increased demand in a number of ways, including procuring sustainable aviation fuel for its own business travel since 2016. Swedavia also began carrying out joint procurements of sustainable aviation fuel in 2019. Different organisations have been involved in different years and Region Västra Götaland, the Port of Gothenburg and SOS Alarm all participated in 2023. Swedavia will continue its joint procurement work in 2024.

As part of Swedavia's efforts to increase the demand for and availability of sustainable aviation fuel, the company has also implemented an incentive programme where airlines can apply for a grant of 50 per cent of the additional cost of voluntarily

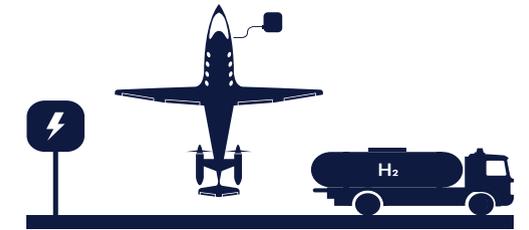
refuelling with sustainable aviation fuel at any of Swedavia's airports. Swedavia's budget for the incentive programme was SEK 40 M in 2023, double the SEK 20 M allocated in 2022. Climate-differentiated take-off charges for airlines were introduced at Swedavia's two largest airports a couple of years ago.

ELECTRIC- AND HYDROGEN-POWERED AIRCRAFT

Functioning electric aircraft are already in existence today. Smaller electric aircraft are used at flying schools or as private aircraft, for example, and the first commercial flights using small, electrically powered aircraft are expected to become a reality in 2028. As battery capacity improves, the size of aircraft will increase and they will therefore be able to carry more passengers.

The primary role of electric aviation will be to develop entirely new air connectivity, rather than replace existing aircraft. It has the potential to play a key role in increasing connectivity over shorter distances in sparsely populated areas, or where barriers such as the sea or mountains make travelling over land more complicated and more expensive. Electric aviation can also help to provide transport that is safer and more reliable than travel by car and bus, particularly in the dark and snow of winter. Electric aircraft are more energy efficient than aircraft with a jet engine, as only a small portion of the electrical energy is lost during operation.

Alongside sustainable aviation fuel and rechargeable batteries, hydrogen is also expected to make up a large part of the fuel of the future. Extensive impact studies



are required before electric and hydrogen-powered aviation can become a reality. In particular, this will place completely new demands on airports in relation to everything from charging infrastructure, transport, storage, potential on-site production and, last but not least, the refuelling of aircraft. Read more about electric- and hydrogen-powered aircraft on pages 127 and 128.

INCREASING BLENDING TARGETS

A decision was made within the EU in 2023 to gradually increase the blend of sustainable aviation fuel from 2025 onwards. Starting from a level of 2 per cent in the first year, the blend is to be 70 per cent by 2050. It is estimated that the SAF blending requirement will reduce the carbon dioxide emissions of aircraft by around two-thirds by 2050 compared with no action being taken. One challenge for the aviation industry in Sweden is that this requirement is lower than the targets set in the Swedish Roadmap for Fossil-Free Aviation and the EU does not permit an individual country to have more stringent mandatory requirements. Swedavia is participating in the European aviation sector's sustainability initiative, Destination 2050, which is examining the consequences of the EU's new regulations for the goal of achieving fossil-free aviation in the future. The first meeting was held in 2023.

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How Swedavia will achieve its vision of fossil-free aviation by 2045

Swedavia has a stated ambition to contribute to work to ensure various aspects of aviation’s green transition.

TARGET 2025

Five per cent of all aviation fuel used for refuelling at Swedish airports will be sustainable.

- Swedavia is an international role model in sustainability and has created the conditions needed for air travel with a sustainable future – economically, socially and environmentally and always with a customer focus.
- Swedish production of sustainable aviation fuel (SAF) is made from forest by-products. A number of commercial facilities are active, both in Europe and elsewhere.
- The actual blend of SAF in aircraft is five per cent.
- Sustainable aviation fuel is offered as an option with all travel purchases.
- The public sector in Sweden procures SAF to reduce fossil carbon dioxide emissions from business flights.
- Carbon dioxide has a clear cost.
- There is an understanding of the impact of hydrogen-powered aircraft at airports.

TARGET 2030

Domestic air transport shall be fossil-free.

- There will be sufficient production of sustainable aviation fuel to meet the entire demand for domestic air transport.
- Commercial electric aircraft with improved capacity and range can operate on domestic and regional routes.
- Smaller electric aircraft with up to 30 passengers can begin to be introduced into commercial traffic.
- An international standard for electric aviation has been introduced.
- All Swedavia’s airports have infrastructure for electric flights.
- Infrastructure for hydrogen and electrofuels is available at selected Swedavia airports.
- Regulations and division of responsibilities are clarified in hydrogen and electrofuels.
- Easy for customers to do the right thing, for example, climate impact is built into ticket prices.
- Simple and smooth flows at Swedavia’s airports where different modes of transport work together.

TARGET 2045

All flights departing from Swedish airports shall be fossil-free.

- Sweden has access to sustainable locally produced SAF and electrofuel, hydrogen, new technological solutions in the form of electric aircraft with fuel cells or with rechargeable batteries, and innovative customer offerings.
- Rail traffic is linked to Stockholm Arlanda Airport and Göteborg Landvetter Airport.
- Sweden’s and the Nordic region’s production facilities for SAF and electrofuel meet Sweden’s need for liquid SAF, with the rest going to export.
- The airport infrastructure, such as electricity supply, electricity storage, refuelling and fuel storage, is adapted to the increased complexity and the integration of aviation into the travel system.
- Electric aviation is included in the basic range for domestic and regional routes.
- Hydrogen fuel supplies regional and medium-haul routes.
- SAF supplies the intercontinental routes.
- The strengthened infrastructure and local production have ensured the availability and growth of aviation in rural areas, thereby creating job opportunities around the country.
- The industry has developed new pricing models, new destinations and increased opportunities for customers to contribute to the co-creation of sustainable solutions.



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Swedavia and the Sustainable Development Goals

The UN member states have jointly adopted Agenda 2030 with 17 global goals for sustainable development (SDGs). These goals will help lead the world towards a sustainable and fair future. Swedavia's owner requires all state-owned companies to contribute to the sustainable development goals, through the state's ownership policy and principles.

Swedavia's strategic focus and the focus areas for its sustainability work have been developed using its materiality analysis, stakeholder dialogue, continuous business intelligence and analyses of the impact of its own operations on people, the environment and the economy.

Swedavia's sustainability work is also based on a number of external action plans and strategic visions, such as Agenda 2030 with the UN's 17 Sustainable Development Goals. The strategic goals for sustainable value creation that Swedavia has set for the company also correlate with the aims of the Paris Agreement. Swedavia also supports the ten principles for corporate social responsibility in the UN Global Compact. These principles are based on the UN's

Universal Declaration of Human Rights, the International Labour Organisation's Conventions on Fundamental Principles and Rights at Work, the Rio Declaration on Environment and Development, and the UN Convention against Corruption.

AGENDA 2030

Of the UN's 17 Sustainable Development Goals, there are four goals that Swedavia's operations have a particular impact on and where the company can make a clear, large-scale contribution to positive development in both the short term and the long term. Goals 9, 11, 12 and 13 have strong links to Swedavia's strategic vision for 2030. Swedavia also contributes to additional goals by maintaining a base level centred on sustainable development.

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GOAL SELECTED

9. Sustainable industry, innovation and infrastructure



9.1 Develop quality, reliable, sustainable, resilient and inclusive infrastructure.

9.4 Upgrade infrastructure and retrofit industries to make them sustainable.

HOW SWEDAVIA AFFECTS THE GOALS

- Swedavia owns, operates and develops airports within the national basic infrastructure.
- Provides important infrastructure to connect Swedish regions together and connect Sweden to the rest of the world.
- Swedavia's operational reliability and climate adaptation of its infrastructure thus affect regional and national connectivity.
- Creates jobs, increased trade and cultural exchanges.
- Resource-intensive operations in the development of airports.
- Takes part in forums and collaborations to clarify the needs of the fossil-free aviation of the future.

SWEDAVIA'S CONTRIBUTION

- Development and modernisation of the airports.
- Infrastructure investments to improve national and international connectivity and increase intermodality.
- Investments in digital technology such as biometric tests and better flows.
- Safeguards infrastructure adapted to the fossil-free aviation of the future, including charging infrastructure for electric aircraft.
- Ensures an infrastructure that is adapted to a changing climate.
- Structured work with innovation management in order to promote new ideas.
- Development of charging infrastructure for ground vehicles.

GOAL SELECTED

11. Sustainable cities and communities



11.2 Affordable and Sustainable Transport.

11.6 Reduce the adverse environmental impact of cities.

HOW SWEDAVIA AFFECTS THE GOALS

- Uses land, resources and energy, generates emissions and waste.
- Interaction between different transport modes at the airports and increased connectivity with the airports.
- Design of the airports including flight paths, which have an indirect effect on aviation's carbon dioxide emissions and noise in the vicinity.

SWEDAVIA'S CONTRIBUTION

- Promotes intermodality at the airports in order to create equitable connectivity and reliability.
- Works for more efficient and fossil-free transport.
- Implements extensive development programmes to develop the fossil-free airports of the future.
- Works to improve flight paths, cut emissions and reduce noise.

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GOAL SELECTED

12. Responsible consumption and production



12.1 Implement the ten-year framework for sustainable consumption and production patterns.

12.2 Achieve the sustainable management and efficient use of natural resources.

12.4 Achieve the environmentally sound management of chemicals and waste.

12.5 Substantially reduce waste generation.

12.8 Ensure that people have awareness about lifestyles in harmony with nature.

HOW SWEDAVIA AFFECTS THE GOALS

- Swedavia has a great impact through its public procurement and purchasing.
- Indirect effect through a business model that is based on increased economic growth and air transport, which drives consumption at the airports.
- Uses land, resources and energy. Generates emissions and large quantities of waste with complex value chains in some cases. Provides infrastructure that must handle waste and chemicals for other business partners at the airports.
- Varied internal knowledge in sustainable development. Enhanced skills on different sustainability issues may contribute a positive effect.

SWEDAVIA'S CONTRIBUTION

- Mapping of product and resource flows and proposed action plan for circularity for Swedavia's airports.
- Swedavia has requirements and controls for new chemical products and indicators to measure the quantities of waste and hazardous chemicals as well as an action plan to increase the recycling rate and reduce the quantity of hazardous chemicals.
- Procurement in accordance with the Swedish Utilities Procurement Act, the Swedish Concessions Procurement Act and the Swedish Public Procurement Act and their sustainability requirements.
- Swedavia sets requirements for structured work with environmental management systems for most of its suppliers and has a system for monitoring suppliers on different sustainability issues. The monitoring work has been affected by a lack of resources.
- Communication to increase awareness about what the aviation industry is doing to cut fossil carbon dioxide emissions, reduce the quantity of hazardous chemicals and increase the quantity of sorted waste.

GOAL SELECTED

13. Climate action



13.1 Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters.

HOW SWEDAVIA AFFECTS THE GOALS

- Aviation generates carbon dioxide emissions as a result of the fossil fuel used by aircraft. Higher passenger volumes thus generate higher emissions if aircraft do not use sustainable aviation fuel. Aviation today accounts for around two to three per cent of global carbon dioxide emissions.
- Many business partners are involved in order for airport operations to function and they affect the climate and the environment in different ways.
- Has an effect through its long-term planning work, with climate change being an important aspect to take into consideration.

SWEDAVIA'S CONTRIBUTION

- Achieved the goal of zero fossil carbon dioxide emissions from airport operations run under Swedavia's management.
- Goal of fossil-free airports by 2025.
- Incentive programme for sustainable aviation fuel (SAF) and renewable diesel (HVO100), net zero emissions from construction operations by 2040, and climate-differentiated charges for take-off and landing.
- Increased blend of SAF in jet fuel through coordinated public procurement.
- Work with TCFD, the EU Taxonomy and the Swedish Transition to Fossil-Free Aviation strategic initiative.
- Measurement of energy use and energy efficiency improvements in its own facilities.
- Development of plan for climate change adaptation of assets.
- Target of net zero emissions from construction and civil engineering by 2040.
- Climate calculations carried out for projects of a significant size.

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The strategic focus is based on the materiality analysis

With an ambition to integrate social, economic and environmental aspects into its day-to-day work, Swedavia aims to be a role model for sustainability, both nationally and internationally. An essential element of sustainability work is to identify the areas where Swedavia has the opportunity to make the biggest difference.

The materiality analysis is an important tool for understanding, among other things with the help of Swedavia's stakeholders, the impact of operations on the outside world and so prioritising Swedavia's most important sustainability issues. The materiality analysis is carried out with the help of stakeholder interviews and continuous business intelligence as well as through analyses of the impact of Swedavia's own operations on people, the environment and the economy. The materiality analysis is translated into action partly by integrating it in Swedavia's strategic focus and overall goals, and partly by breaking it down into the company's business and operational plans on an annual basis.

Swedavia's most important material sustainability issues are as follows:

- Climate and other emissions to air
- Resource efficiency, waste management and circular economy
- Health and safety
- Operational reliability and crisis management
- Energy

In 2024, a double materiality assessment will be carried out in accordance with the Corporate Sustainability Reporting Directive (CSRD). The analysis will be presented in the Annual and Sustainability Report for 2024. You can read more about the materiality analysis on pages 120-122.

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Risks and risk management

Most operations involve an element of risk-taking. Opportunities and risks are assessed and managed to ensure that the owners’ goals for the business are achieved. If external factors, such as risks, are properly managed, they can lead to opportunities. Equally, mismanagement of a risk can have major negative consequences for both Swedavia and the outside world. The work to identify, analyse, manage and monitor risks is a fundamental task for Swedavia.

RISK MANAGEMENT FRAMEWORK

Swedavia’s risks are managed based on the principles of responsibility, equality and proximity. These principles are put into practice through the requirement that risk analyses be carried out prior to changes and projects. Swedavia’s airport operations strive for a low level of risk-taking, which safeguards Swedavia’s safety awareness and brand, and meets the requirements of oversight authorities, its owner and customers.

Strategic risks

Strategic risks are defined as a risk of loss or other adverse consequence that affects Swedavia’s ability to continue operating. In general, this concerns risks that have a high impact on the Group as a whole and could also be risks arising as the result of major external events.

Operational risks

Operational risks are defined as risks resulting from insufficient or inefficient processes, human error, problems with technical systems or deficiencies in external deliveries.

Financial risks

Currency risks, interest rate risks, credit risks, commodity price risks, strategic and operational climate risks, and liquidity and refinancing risks are included under the framework for financial risk management. Read more on pages 107 to 110, Note 43.

RESPONSIBILITY FOR RISK WORK

Operations have a responsibility to identify risks on a continuous basis. A Risk manager is designated for each identified risk and is responsible for managing the risk in the form of measures, escalation and reporting.

A Risk manager is responsible for developing, coordinating and overseeing the risk management process. A Group-wide Risk Committee prepares a general risk report for the executive management, the Finance and Audit Committee and the Board of Directors on a quarterly basis. The Board of Directors, Finance and Audit Committee and executive management have responsibility for providing feedback if the risk assessment is not considered balanced in terms of measures implemented or planned.

RISK IDENTIFICATION AND RISK CHANGE

Risk management is carried out proactively in all parts of the organisation, in all processes and in projects and portfolio operations. Identified risks are assessed and documented based on strategies and goals using a Group-wide format. The designated risk owner is

responsible for ensuring that measures are documented and risk change work is initiated.

MONITORING AND INSPECTION

The Group’s Risk Committee consists of members of the executive management and stakeholders from operations. They meet quarterly and prepare the Group’s risk report as well as serve as a cross-functional decision-making platform on strategic and Group-wide risk issues. The risk report is approved by Swedavia’s executive management and then prepared by Swedavia’s Finance and Audit Committee prior to being adopted by the Board of Directors. Internal auditing examines, tests and validates the effectiveness of Swedavia’s risk management through audits of the Risk Management function and of ongoing risk work in the company’s operations. The monitoring of risks is also part of the executive management’s review.



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How Swedavia assesses and manages its risks

Economy

Below is a description of the work with risks from the sustainability perspectives of economy, social development, customer, and environment.

RISK DESCRIPTION

WEAK DEVELOPMENT OF AIR TRAFFIC

- Since the pandemic, the recovery in domestic traffic has been weaker than the recovery in international traffic.
- It has been challenging both globally and in Europe, which affects the world's airlines, airports and the entire aviation ecosystem.
- During the year, geopolitical tensions escalated further in connection with the war in Ukraine.
- Macroeconomic factors such as inflation, rising interest rates and a weak Swedish krona are putting pressure on consumers and risk dampening demand for air travel within and from Sweden.
- Increased competition from other airports challenges Stockholm Arlanda Airport's market position.
- Airline customers are scaling back their capacity and operations and there is still a risk of bankruptcies and (further) consolidation.

CONSEQUENCE

- Change in customer behaviour, more seasonal demand and an increased share of digital meetings.
- Growing pressure to make the green transition for an aviation industry under great financial strain, which affects the ability to drive the development of fossil-free aviation.
- Reduced opportunities to achieve strategic goals and key metrics due to lack of progress in aviation's green transition.
- Deterioration in connectivity for Sweden.

MEASURES

- The forecast and scenario group monitors scenarios for managing uncertainties about the fall in traffic.
- Well-functioning business intelligence enables events affecting the chosen strategy to be identified in time and allows the company to adapt and take proactive measures.
- Intensified route development work in dialogue with airline customers.
- Continuous dialogue with all of Swedavia's airline customers has continued and intensified with selected customer segments in order to ensure the long-term growth of traffic. Incentive programmes and environmentally-differentiated charges.
- Established a common roadmap to achieve fossil-free Swedish aviation in collaboration with the industry.

RISK OF WEAK PROFITABILITY AND CHALLENGES FOR LONG-TERM FUNDING

- Weak passenger growth means lower revenue and the risk that costs will be negatively affected by inflation as well as shortages and price increases for important goods and services.
- Uncertainty and changes in passenger volumes going forward entail challenges in adjusting costs.
- Developments in the world around us have changed the conditions on the capital market, including access to capital on the bond market and borrowing costs.

- Major negative impact on Swedavia's financial position.
- Difficulty meeting the owner's financial targets.
- Need for increased financing.
- Limited access to materials and products necessary for operations.
- Uncertainty and a change in demand can entail difficulties keeping operating costs on a par with those in Swedavia's scenarios.
- Financing and implementation of the portfolio's capacity and climate change adaptation initiatives made more difficult.

- Optimise commercial revenue.
- Review the need for volume-based cost adjustments and lasting structural efficiency improvements on a continuous basis.
- Ensure control over volume-related costs in the event of recovery through management by objectives.
- Adjust investment portfolio to current capacity need as well as current financial position.
- Assess measures to strengthen financial position.
- Monitor the risk of cost increases for the procurement of materials, raw materials, energy and fuel.
- Increased stock levels to manage shortage of materials and components.



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RISK DESCRIPTION

RISK OF IMBALANCE BETWEEN CAPABILITIES AND RESOURCES

Swedavia has improved its resource situation in large parts of the organisation and the acute phase of the staffing challenge has now passed, although there is still a need for initiatives to secure skills in the long term and there are regional differences in the access to skills at Swedavia's airports.

- Lengthy period of great uncertainties and change as well as the rapid post-Covid recovery are challenging for employees and leaders.
- Increased competition in the labour market from industries that have seen strong growth during the pandemic.
- External operators at Swedavia's airports also experience challenges in staffing their operations and recruitment lead times make this work more difficult.
- Increasing requirements for skills and training as well as requirements for refresher training¹ are challenging for staffing.

CONSEQUENCE

- Key competencies look to other industries.
- Harder to tackle the skills shortage going forward.
- New organisation and new ways of working change needs in terms of the job specifications and capabilities of leaders and employees.
- High workload for leaders hiring staff due to the scale of staffing needs and regulatory requirements.

MEASURES

- Take inventory of competencies on a continuous basis.
- Strengthen the training organisation to meet new requirements.
- Carry out and give priority to business-critical recruitment to replace staff in key areas.
- Resume forward-looking activities such as leader programmes and skills development.
- Transparent, positive communication that involves employees to encourage engagement and faith in the future.
- Activities and support for leaders in times of uncertainty.
- Collaborate with operators at the airport on recruitment activities.

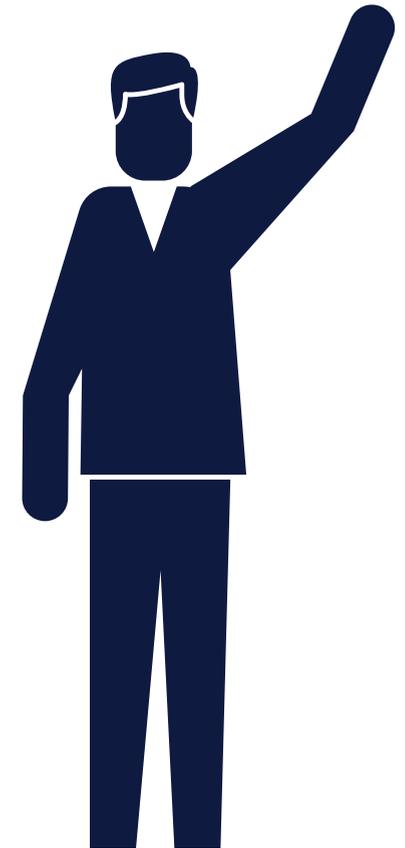
INADEQUATE OCCUPATIONAL HEALTH AND SAFETY WORK

- Risks in this area consist of failure to adhere to systematic work with occupational health and safety and the psychosocial perspective.
- Swedavia is a major developer and accident statistics show that the construction industry is one where accidents are more likely. There is also always a risk of accidents in day-to-day operations at the airports.

- Accidents resulting in personal injury.
- Dismissals and loss of competencies.
- Limitations on the running of operations.

- System for reporting workplace incidents accessible to all via Swedavia's intranet and app.
- Tools and support materials to conduct safety walks and safety talks.
- Preventive work through methods and focused risk management template for a good organisational and psychosocial work environment.
- The Projects work environment team works with lessons learnt and develops the construction work environment strategically.
- Increased focus on occupational health and safety issues in procurement for construction projects.

¹) In addition to training, refreshers are needed at certain intervals to maintain competence and capability.



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RISK DESCRIPTION

NEGATIVE EFFECT ON COMMERCIAL REVENUE

- Uncertainty in the world around us means future passenger trends remain uncertain.
- Challenges in safeguarding a long-term customer base and attracting new commercial customers to the airports.
- Continued challenges in generating commercial revenue as there is a very strong correlation with the passenger trend.
- Uncertainties in the planning phases and progress of ongoing projects can have a greater or lesser impact on all business areas.

CONSEQUENCE

- Bankruptcy of airlines and commercial operators.
- The uncertain situation can contribute to commercial customers taking a cautious approach, which would challenge Swedavia’s revenue streams.
- A change in the customer base and new travel patterns affect the attractiveness of offers and can increase competition from other transport modes.

MEASURES

- Market dialogue to understand a new market in terms of willingness to invest, business models and interest in Swedavia’s business and airports.
- Ensure engagement for development plans and product plans to safeguard conditions needed for commercial business.
- Ensure stakeholder dialogue at an early stage.
- Established preparedness and methods of working to adapt spaces based on the current market situation.

OPERATIONAL CHALLENGES IN ADJUSTING TO CAPACITY NEEDS

- Uncertain forecasts and scenarios for passenger growth affect the ability to quickly transform and adapt operations to new capacity needs.
- Difficult to assess and decide on medium- and long-term plans for the growth and development of the airports.
- Insufficient capability to realise terminal development plans at a fast enough pace.
- Regulatory changes, which can contribute to more stringent requirements for capacity and space.
- Large-scale maintenance projects have an impact on capacity.

- Insufficient use of infrastructure.
- Capacity shortage and reduced punctuality.
- New and temporary flows as well as new technology can challenge processing speed.
- Deterioration in customer satisfaction.

- Plan and prepare based on scenarios (low, medium, high) for recovery in traffic and passenger volume.
- Development of analytical tools for capacity.
- Continued work with development plans.
- Secure production schedules for major projects and increased collaboration for structured operational handover.
- Participation in international collaborative organisations in order to jointly influence and create effective solutions.
- Establish a change management process that contributes to the improved performance of projects alongside ongoing operations.
- Operational coordination of processes and operators with a high impact on capacity from a short-term perspective. Communication measures and stakeholder dialogue to enable an improved customer experience and increased customer satisfaction.



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RISK DESCRIPTION	CONSEQUENCE	MEASURES
<p>DEPENDENCE ON LARGE CUSTOMERS</p> <ul style="list-style-type: none"> • Dependence on a small number of large airline customers entails less competition and weaker or no connectivity in a number of regions in Sweden as well as worse transfer possibilities for people travelling elsewhere in the world or in Sweden. 	<ul style="list-style-type: none"> • Far-reaching economic consequences in case of bankruptcy. • Changed or greatly reduced operations for a large customer affect the airport. • Deterioration in passenger experience with loss of competition and limited offering. • Deterioration in connectivity. 	<ul style="list-style-type: none"> • Continuously monitor the financial stability of Swedavia’s large customers. • Continue to work for a broad customer base and work with great focus for route development to attract new customers. • Scenario planning has been developed to ensure management in adverse events.
<p>RISK OF SHUTDOWN IN OPERATIONS</p> <ul style="list-style-type: none"> • The airports’ processes and continuous operation are dependent on a high level of access in critical facilities and systems. • External events such as a supply disruption, IT-related incidents, extreme weather or antagonistic threats constitute a risk to airport operations. 	<ul style="list-style-type: none"> • Airport operations are disrupted or shut down. • Deterioration in connectivity, punctuality, passenger experience or atmosphere have a negative effect on Swedavia’s brand. 	<ul style="list-style-type: none"> • Maintenance of critical facilities and systems. • Active work to prevent injuries and mitigate risks identified. • Ensure that continuity plans have been developed, updated and tested. • Ensure high capability to manage in a crisis and during disruptions.
<p>INSUFFICIENTLY COMPREHENSIVE VIEW IN ASSET MANAGEMENT AND DEVELOPMENT</p> <ul style="list-style-type: none"> • Risk of not meeting needs or carrying out investments and maintenance measures at the right time based on solid business principles and sustainably over the long term. • New requirements for systems to address both climate change and shifts in the threat picture from an external perspective. 	<ul style="list-style-type: none"> • Delays and increases in the cost of maintenance measures and investments. • Increased occurrence of disruptions in systems and processes. • New requirements for the dimensioning of facilities. 	<ul style="list-style-type: none"> • Further develop administrative management. • Develop and implement structural capital as models, systems and a common way of working. • Increased collaboration between administrative management and portfolio management. • Ongoing business intelligence and establishment of new working methods to meet new and increasing demands for robustness.



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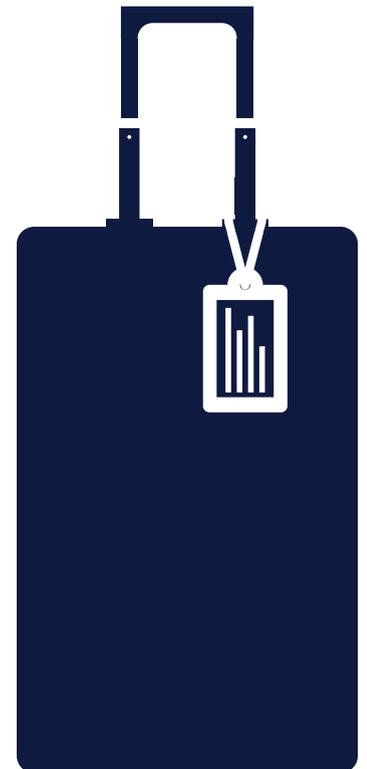
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RISK DESCRIPTION	CONSEQUENCE	MEASURES
<p>CYBER RISK</p> <ul style="list-style-type: none"> The cyber threat picture for all operations around the world remains very significant with a high level of activity among threat actors, which is now considered the new normal. There is a risk that online antagonists or compromised devices will use known or unknown vulnerabilities, internally or at suppliers, to gain unauthorised access to information or systems. 	<ul style="list-style-type: none"> Unauthorised people gain access to information or systems. Non-compliance can lead to restrictions in Swedavia’s permits and certificates as well as penalties. Operational disruptions or shutdowns. 	<ul style="list-style-type: none"> Ensure compliance with information security management requirements based on the information security classification. Training measures to raise risk awareness. Preventive work with systems and infrastructure. Minimise risk of unauthorised access to information or breaches and increase preparedness for managing risk outcome.
<p>RISK OF NEGATIVE IMPACT ON BRAND</p> <ul style="list-style-type: none"> Continued climate debate combined with insufficient progress on aviation’s green transition. 	<ul style="list-style-type: none"> Partners can choose other industries for collaboration, which can lead to businesses not setting up new operations and existing customer dialogues being challenging. Due to low punctuality and inefficient flows, aviation and especially domestic air transport can no longer compete with other transport modes. People’s view of aviation’s emissions can affect the choice of transport mode for business and individuals. 	<ul style="list-style-type: none"> Active work with brand surveys and analyses to ensure the right initiatives are implemented. Communication measures concerning proactive environmental work as well as initiatives that show progress in relevant areas. Initiatives that strengthen the brand and inspire trust in Swedavia as an infrastructure operator and in aviation as an efficient and sustainable mode of transport. Active participation in the relevant climate panels in partnership with the industry’s other operators and partners.

Environment

RISK DESCRIPTION	CONSEQUENCE	MEASURES
<p>RISK OF IMPACT ON BUSINESS DUE TO CLIMATE CHANGE</p> <ul style="list-style-type: none"> Interest groups promote too quick measures to reduce the climate impact, such as reduced air travel. The EU Taxonomy’s technical screening criteria are so stringent that no airports will be able to comply with them. Insufficient capacity in the power grid. Major changes in climate, precipitation, heat waves, etc. 	<ul style="list-style-type: none"> Negative view of aviation due to climate debate. Introduction of economic instruments that have a negative impact on airline finances. And which do not reduce the climate impact. Reduced air travel and lost revenue. Increased costs for operations and facilities to implement climate adaptation measures. Climate adaptation measures such as electrification are made more difficult when there is a capacity shortage. 	<ul style="list-style-type: none"> Drive the dialogue on a joint roadmap for fossil-free Swedish aviation. Work actively to secure the supply and production of sustainable aviation fuel (SAF). Review management plans, development plans and masterplans to ensure climate adaptations. Safeguard power supply in order to enable access to infrastructure for the green transition.



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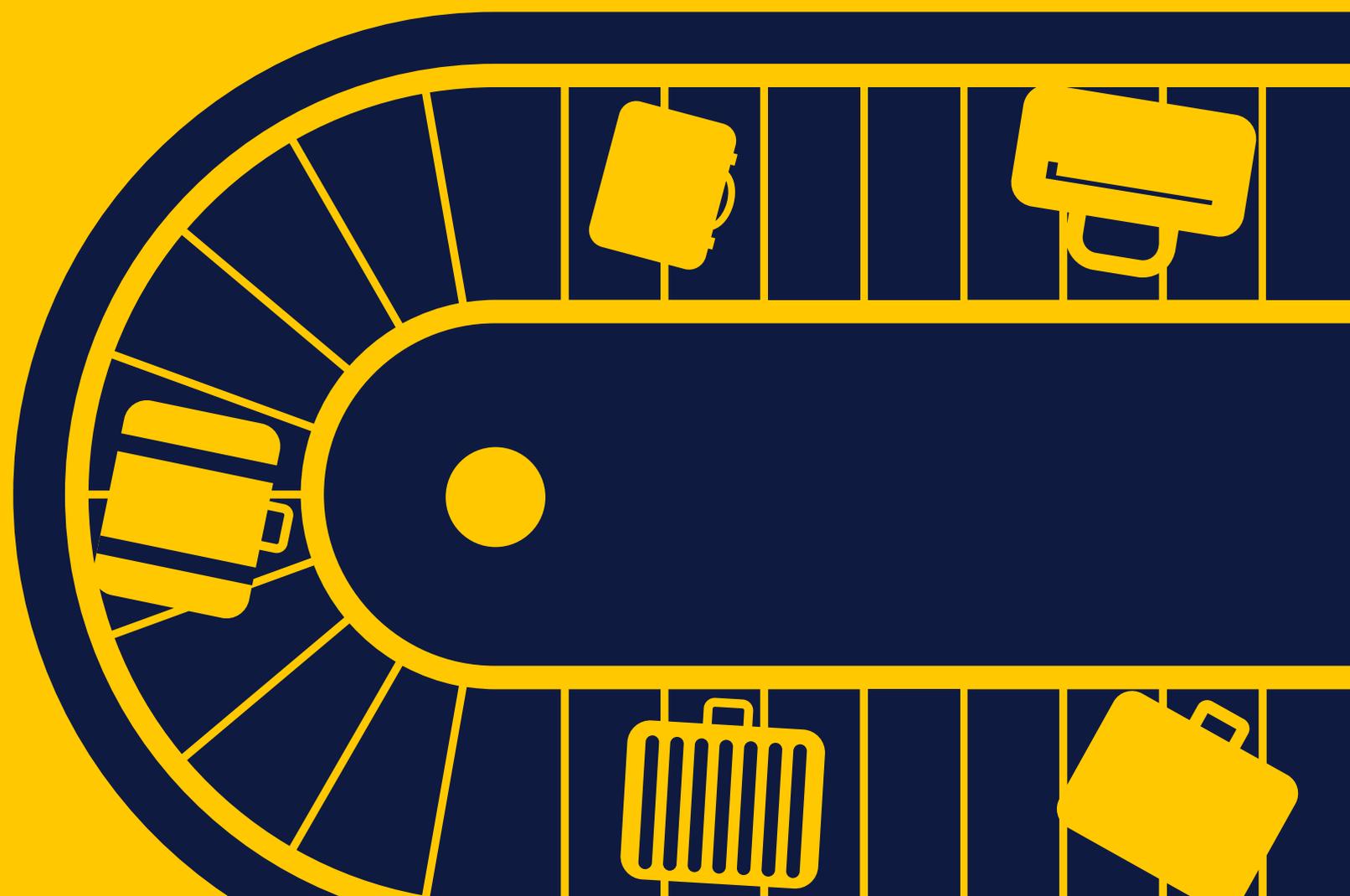
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A competitive business

Passengers, airlines and tenants are the three areas of focus for Swedavia's business. Airport Operations and Real Estate constitute the two operating segments. The Airport Operations segment is divided into International Airports and Regional Airports in order to increase synergies within these groups and to strengthen their competitiveness.

A COMPETITIVE OPERATIONAL STRUCTURE

The aviation market has undergone significant changes in recent years and, since 2021, Swedavia has conducted operations according to a structure that promotes synergies and enhanced competitiveness.

Stockholm Arlanda Airport, Bromma Stockholm Airport, Göteborg Landvetter Airport and Malmö Airport are organised under the joint airport organisation of International Airports, with Stockholm Arlanda Airport as the hub for international travel. The airports will reinforce one another and advance Swedavia's market position internationally. The six regional airports of Kiruna Airport, Luleå Airport, Umeå Airport, Åre Östersund Airport, Visby Airport and Ronneby Airport continue to connect the country together and meet local needs for cooperation and entrepreneurship.

CLEARER PROCESS-ORIENTATION AND CUSTOMER FOCUS

This operational structure has strengthened cooperation between the different parts of the business. There is a clearer organisation in terms of roles, responsibilities and decision-making paths, with processes-orientation and a customer focus throughout. This process-oriented way of working contributes to increased value creation for customers and is a robust tool for collaboration between different parts of the business.

Examples of enhanced cooperation can be seen in, among other places, the Group-wide department for Health, Security, Safety and Environment (HSSE), which brings together Swedavia's shared competencies in occupational safety, environment, aviation safety, aviation security, risk and crisis management, and quality.

SWEDAVIA'S OPERATING SEGMENTS

AIRPORT OPERATIONS

Owns, operates and develops Sweden's national basic airport infrastructure.

AVIATION BUSINESS

- Passenger services.
- Take-off and landing services.
- Security control.
- Ground handling services.
- Terminal and en route services.
- Assistance services, PRM.¹⁾
- Infrastructure for ground handling services.²⁾

COMMERCIAL SERVICES

- Rental of premises for retail, restaurants, offices, warehousing and logistics.
- Parking & entry.
- Passenger and other services, including advertising and IT.

¹⁾ People with functional differences.

²⁾ Including baggage handling and refuelling.

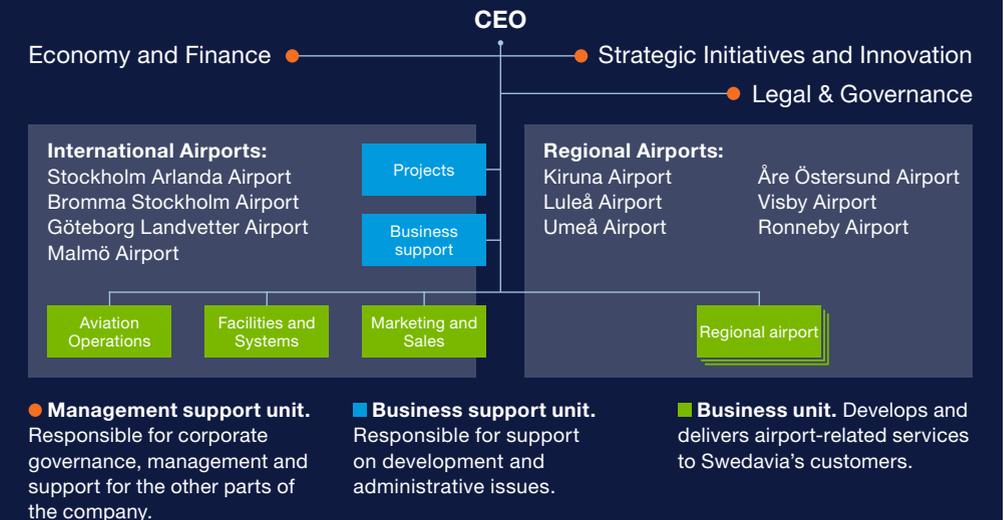
REAL ESTATE

Owns, develops and manages properties.

REAL ESTATE OPERATIONS

- Owns, develops and manages developable land at and in the vicinity of Swedavia's airports.
- Prepares property development projects for hotels, offices, logistics and retail.
- Manages and updates information about properties.
- Develops the attractiveness of the airports as demand grows for the establishment of operations at the airports.

SWEDAVIA'S OPERATIONAL STRUCTURE



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Safety always comes first

Safety is fundamental to the aviation industry and is an integral part of Swedavia's operations. The airports must be safe and secure places for passengers, visitors, partners and employees. Swedavia also works to ensure that aviation safety, aviation security, the work environment, information security and IT security are always being improved, and that good safety awareness is maintained throughout the business. The terror threat level in Sweden was raised during the year and, as a result, Swedavia has implemented several proactive measures.

Health and safety must always be a top priority in all of Swedavia's operations. Safety and security work at an airport largely consists of aviation security and aviation safety, where aviation security aims to prevent criminal acts through security checks and a police presence, for example, while aviation safety works to prevent accidents connected with the air traffic at and around the airport.

RAISED THREAT LEVEL

In August, the Swedish Security Service raised the terror threat level from level three, Heightened threat, to level four, High threat. This means that Sweden is considered a prime target for terrorist attacks. Swedavia

takes a proactive approach to security work and during the year has intensified its cooperation with the Swedish Police on security measures, which can be seen in the form of an increased police presence at Swedavia's airports. Swedavia's assessment is that the digital threat level also remains high, as it does for society in general, with a risk of information theft or sabotage. This is a priority area and Swedavia has allocated additional resources to it during the year.

INCREASED COOPERATION WITH CIVIL DEFENCE

Given developments in the world around us, in particular the war in Ukraine, Swedavia



has taken additional steps in relation to civil defence. Among other things, Swedavia is running the Copia development project together with LFV for the supply of goods and services in times of crisis and war. The aim of the project is to ensure security of supply, principally at Swedavia's airports and subsequently at all airports in Sweden.

NEW EU SECURITY REQUIREMENTS

The EU has initiated a review and analysis of security technology, which will eventually result in a new technical baseline; i.e. a reference level for security controls at airports with a specific timetable. The proposal is currently out for consultation and will shape

security work at airports within the EU in the coming years. For Swedavia, the reference level means, among other things, that it must comply with more stringent demands on technical solutions and also invest significantly in updating the technology at several airports.

NEW SECURITY CONTROL PROVIDES SMOOTHER PASSAGE

The new security control, which came into operation at Stockholm Arlanda Airport's Terminal 5 during the summer, is an important milestone in the modernisation of the airport. The EU-certified equipment means, among other things, that passengers can keep liquids and electronics in their hand luggage as they

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pass through the security control. Alongside new technical security solutions, Swedavia has also implemented new working methods and procedures that provide both a better passenger experience and a better working environment for employees.

SAFETY AWARENESS

Safety is a fundamental aspect of everything Swedavia does and there is a very high level of safety awareness within the company. In order to continue to develop awareness and maintain focus on what is most important, the executive management decided ahead of 2022 to initiate a development of the strategic goal for Swedavia’s safety awareness. As a result, the business had a further increased focus on raising safety awareness among all employees in 2023. This also includes attitudes and behaviours, such as a willingness to report. Among the methods used, Swedavia has held continuous nano-learning courses, which are digital learning experiences in small and rapid doses that make learning effective and engaging. Swedavia Day was held in the autumn on the theme of safety awareness, which also included occupational health and safety issues, information security and aviation safety work.

Regular assessment of employees’ perceptions of the importance of safety in what are known as pulse measurements enables Swedavia to take proactive steps to address negative trends before an incident occurs, follow up on positive trends and share lessons learned between operations.

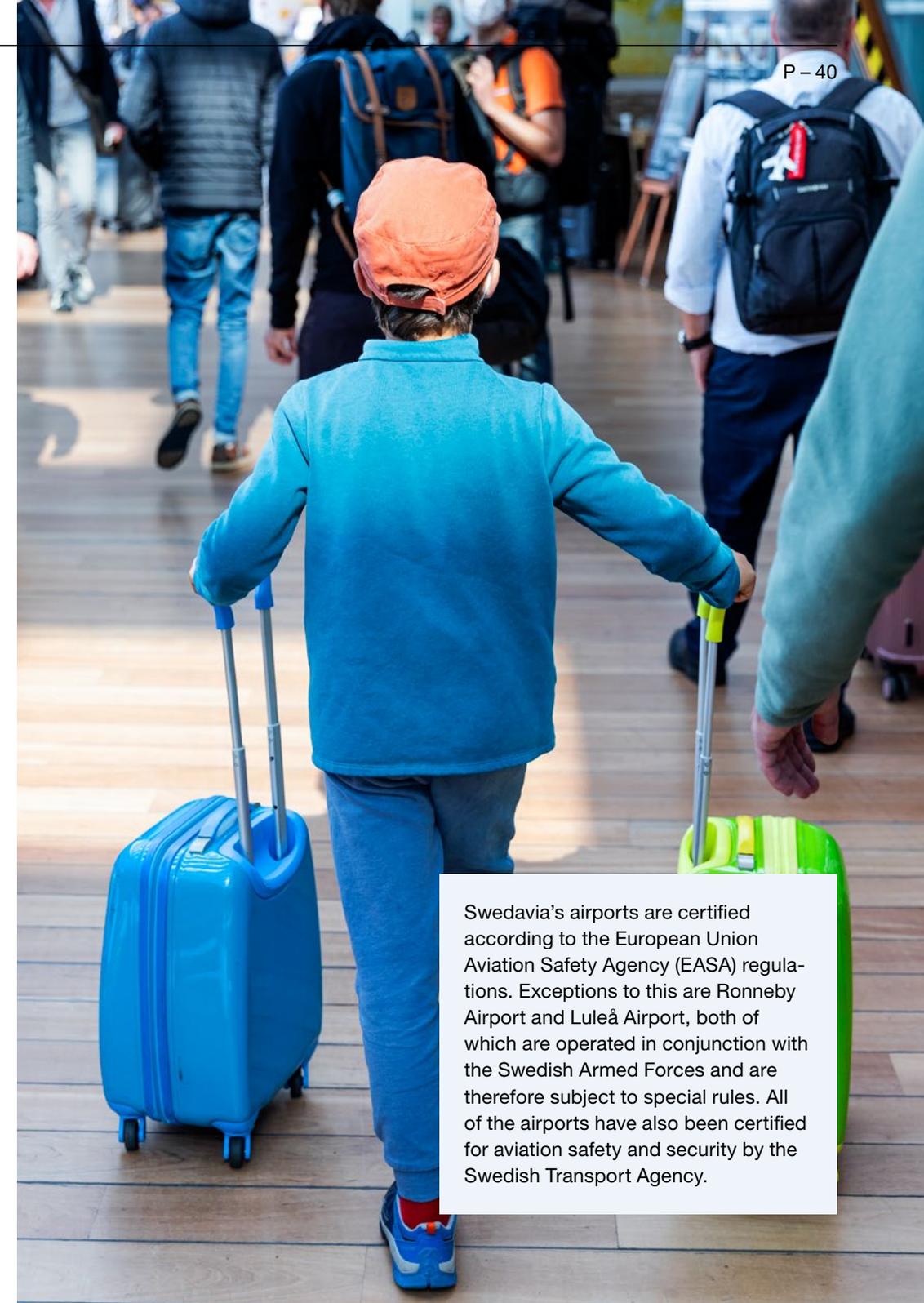
ALL INCIDENTS ARE REPORTED AND FOLLOWED UP

Swedavia reports all identified accidents and incidents that have an impact on aviation safety to the Swedish Transport Agency, and accidents and serious incidents to the Swedish Accident Investigation Authority (SHK). In 2023, there were zero accidents (zero in 2022) and one serious incident (one in 2022). The incident involved a small aircraft that was landing at Visby Airport and resulted in structural damage to aircraft but no injuries.

RISK MANAGEMENT AND CONTINUITY PLANS

Through continuous and systematic risk management work, decisions, priorities and change work are directed with a view to the company’s overall goals. All of the company’s risks are assessed and compiled in risk banks that are continuously updated.

Continuity plans aim to increase the ability of the airports to function even if there are major disruptions or shutdowns. All airports have an operational command centre that plans and monitors the minute-by-minute operational work and Swedavia has a well-established central crisis management organisation that undergoes continuous training and carries out exercises on a regular basis. In accordance with the airports’ permits, full-scale preparedness exercises have been carried out at several of the company’s airports, where all operators at the airport trained together with the emergency services.



Swedavia’s airports are certified according to the European Union Aviation Safety Agency (EASA) regulations. Exceptions to this are Ronneby Airport and Luleå Airport, both of which are operated in conjunction with the Swedish Armed Forces and are therefore subject to special rules. All of the airports have also been certified for aviation safety and security by the Swedish Transport Agency.

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Recovery continues for air travel

There was a general increase in traffic to and from international airports during the year, particularly as a result of strong demand for international travel to Europe. More than 29.5 million passengers travelled to and from Swedavia’s four international airports during the year, an increase of 16.9 per cent compared with 2022.

Despite global uncertainty and a weaker economy, the aviation market continued to recover following the pandemic and there is clearly great demand for travel among Swedes. Air travel to Europe is experiencing particularly strong demand.

The range of destinations and departures on offer gradually increased during the year compared with 2022, principally at Stockholm Arlanda Airport. Capacity shortages in terms of staff, spare parts and aircraft at the airlines have affected route availability. In total, Swedavia offered nearly 300 destinations during the summer and at Stockholm Arlanda Airport the offering was more or less back to the pre-pandemic level.

Overall, however, the range of destinations offered across all airports remains at slightly lower levels than in 2019.

Swedavia continues to work on improving processes to increase punctuality and enhance the passenger experience. Several pilot investigations were initiated during the year in areas such as de-icing methods, task coordination for passengers who require assistance (PRM handling) and automated baggage handling at smaller airports. Swedavia is also preparing for new ground handling regulations from the European Union Aviation Safety Agency (EASA), as well as new regulatory requirements for inspection equipment.



INTERNATIONAL AIRPORTS IN BRIEF

International Airports comprise Stockholm Arlanda Airport, Göteborg Landvetter Airport, Malmö Airport and Bromma Stockholm Airport.

276 destinations served, 41 of which are domestic. A total of around 21,600 employees work in operations, 2 389 of whom are employed by Swedavia.

Passenger trends, millions	2023	2022
Stockholm Arlanda Airport	21.8	18.4
Göteborg Landvetter Airport	5.2	4.4
Malmö Airport	1.3	1.3
Bromma Stockholm Airport	1.2	1.1

Punctuality¹⁾, percentage	2023	2022
Bromma Stockholm Airport	85.5	89.5
Malmö Airport	73.7	80.3
Stockholm Arlanda Airport	72.7	72.3
Göteborg Landvetter Airport	72.1	70.1

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Stockholm Arlanda Airport

This year's big news at Stockholm Arlanda Airport is the airport's faster, more efficient security control in Terminal 5, which came into operation in late summer, and the 11,000-square-metre Marketplace, offering a range of restaurant and shopping concepts, which was inaugurated in October. Altogether, this is the largest commercial investment ever seen at Stockholm Arlanda Airport and it is helping to provide a significantly enhanced passenger experience. These investments are well aligned with the connectivity mission to strengthen Sweden's position and its economy and to help

create more jobs. Commercial investment provides an important revenue stream that also partly finances the infrastructure at our regional airports.

Passenger growth at Stockholm Arlanda Airport continued to recover, with the greatest increase coming in European travel. Low-cost carriers consolidated their presence and continued to grow. Ryanair and Eurowings expanded their bases, while Wizz Air, which has Eastern Europe as its main market, moved into Stockholm Arlanda Airport in October.

21.8 million

passengers flew to and from Stockholm Arlanda Airport in 2023.

CONTINUED DEVELOPMENT OF ARLANDA

Swedavia is working on a long-term development plan for Stockholm Arlanda Airport. This will outline the future investments that are required in order to secure the airport's capacity. These investments have not yet been finalised but include, for example:

- A new pier at Terminal 5, including larger baggage facility.
- New interchange building at Terminal 5.
- Additional runway.

Towards the end of 2023, the Swedish government appointed Peter Norman as a coordinator tasked with strengthening the competitiveness of Stockholm Arlanda Airport. The focus of this task is on improving the road and rail infrastructure and transport to and from Stockholm Arlanda Airport.



Bromma Stockholm Airport

Bromma Stockholm Airport experienced stable but continued low passenger growth that was below the 2019 level. Finnair returned to Bromma Stockholm Airport in October with a direct route to Helsinki, having been away for a few years.

There are 33 companies operating at Bromma Stockholm Airport, with a total of 891 employees. In September, two branches of WHSmith opened, providing a kiosk range to further enhance the passenger experience.

At the end of the year, Bromma Stockholm Airport achieved the second-highest classification of ACA 4+ in the international climate certification programme for airports.

During the year, Swedavia renovated a number of buildings of significant historical and cultural value, not least for the aviation industry. These included the station building dating from 1936 with the original air traffic control tower and the restaurant building dating from 1947. Renovation work began on the glass façade in the departure hall just before the summer.

1.2 million

passengers flew to and from Bromma Stockholm Airport in 2023.

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Göteborg Landvetter Airport

Air travel at Göteborg Landvetter Airport also increased during the year. April saw the launch of an intercontinental route between Göteborg Landvetter Airport and New York, although this will be phased out before the next summer season.

Ahead of the summer's busiest holiday travel season, Swedavia stepped up its work on dynamic task coordination (PRM).

The airport was upgraded during the year with modernised retail space and a refreshed food and drink offering.

March saw the launch of a new taxi system, CVMS, which is also available at Stockholm Arlanda Airport and Bromma Stockholm Airport. The change of system also prompted Swedavia to review its entire taxi operations at Göteborg Landvetter Airport and initiate

a partnership with an external operator, Parkman. The new system provides greater flexibility as well as the opportunity to bring in more taxi operators. In December, Göteborg Landvetter Airport was certified at the brand new Level 5 within the Airport Carbon Accreditation (ACA). The new level was launched during the COP 28 climate summit in Dubai. Landvetter Airport and Malmö Airport were two of ten airports to be certified.

5.2 million

passengers flew to and from Göteborg Landvetter Airport in 2023.



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Malmö Airport

A drone solution from FLOX Robotics was tested during the summer, which uses drones equipped with IR cameras to identify wild animals and play sounds to scare away birds of prey and other wildlife.

Swedavia has decided to make Malmö Airport available for the testing of Heart Aerospace’s ES-30 electric aircraft in a collaboration with BRA, SAS and Northvolt. A full-scale model of the aircraft will be tested in summer 2025, with a demonstration of taxiing and charging at the airport.

The food and shopping offering at Malmö Airport was expanded with five new units during the year: WHSmith, Restaurang Husman, Bistro & Bar, Fika & Kiosk and Forex.

Malmö Airport is one of the first ten airports in the world to be certified at level 5 within the Airport Carbon Accreditation (ACA), an internationally recognised framework for evaluating airports’ climate work.

The new level was launched during the COP 28 climate summit in Dubai. Malmö Airport and Göteborg Landvetter Airport were two of ten airports to be certified.

1.3 million
passengers flew to and from
Malmö Airport in 2023.



QUICK INTERVIEW



Ali Sadeghi

Chief Asset Officer

POSITIVE EVENTS DURING THE YEAR?

We delivered secure and reliable operations at all our airports during the summer, our most travel-intensive period. We also opened the new security control and the first phase of the Marketplace at Stockholm Arlanda Airport. Combined with the fact that we are developing the conditions for the electrification of all vehicles at our airports and planning for the charging of electric aircraft, this shows we are already working on the future!

WHAT RISKS AND CHALLENGES HAVE NEEDED TO BE MANAGED?

The ongoing turbulence in the world around us. We have achieved a great deal during the year in an extremely troubled world that is suffering from wars, which in turn generate high prices for goods and materials and extend supply chains.

WHAT IS THE MAIN LESSON YOU TAKE FROM YOUR WORK?

That hard work pays off. And that it is important to prioritise and actually invest in development, even in challenging times.

YOUR VISION FOR THE FUTURE?

A fully connected airport for magical meeting places that provides a more pleasant passenger experience, so we can continue to enable people to meet.

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Increased demand for domestic travel slowed during the autumn and winter

Demand for domestic travel from Swedavia’s regional airports was strong during the first half of the year, although business travel and travel among younger people levelled off. Domestic travel slowed slightly during the autumn. Overall, air travel to and from the regional airports increased by 12.4 per cent compared with the previous year, despite capacity shortages at airlines meaning fewer routes.

Swedavia’s regional airports, together with its four international airports and other regional and municipal airports, contribute to an integrated infrastructure network that covers the entire country. The regional airports mainly have domestic traffic, which is supplemented with some charter and seasonal traffic.

The growth in domestic air travel slowed after the summer and, on the whole, has not managed to return to previous levels. There are regional differences, however.

Charter traffic increased strongly during the year, mainly from Luleå Airport and Umeå Airport, with demand remaining good well

into the autumn. In total, passenger volume during the year amounted to 2.6 million (74 per cent of the pre-pandemic 2019 volume).

The effects of the pandemic relating to the supply of resources and skills continued to necessitate specific measures during the year in the form of recruitment and training initiatives. Despite the challenges, the business delivered extremely well on its mission at all regional airports.

The government’s airport inspectors submitted their report during the year, which proposes, among other things, that the national basic infrastructure should in the



REGIONAL AIRPORTS IN BRIEF

Regional Airports consists of Kiruna Airport, Luleå Airport, Umeå Airport, Åre Östersund Airport, Visby Airport and Ronneby Airport.

46 destinations served, 18 of which are domestic. A total of around 1,000 employees work in operations, 743 of whom are employed by Swedavia.

Passenger trends, millions	2023	2022
Luleå Airport	1	0.9
Umeå Airport	0.7	0.6
Visby Airport	0.3	0.3
Åre Östersund Airport	0.3	0.2
Kiruna Airport	0.2	0.2
Ronneby Airport	0.1	0.1

Punctuality ¹⁾ , percentage	2023	2022
Visby Airport	87.2	90.7
Ronneby Airport	86.5	86.3
Umeå Airport	79.8	84.6
Luleå Airport	76.5	77.9
Åre Östersund Airport	73.8	84
Kiruna Airport	56.8	64.5

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future include more airports than the current ten. No decisions have been made following the report.

Kiruna Airport, Luleå Airport and Visby Airport all hosted EU meetings as a result of Sweden's Presidency of the Council of the European Union during the year. In February, air traffic control at Umeå Airport linked up with the Swedish Civil Aviation Administration's Remote Tower Centre (RTC) at Stockholm Arlanda Airport, making it the third of Swedavia's airports to offer remote air navigation services. The range of food and drink available at Luleå Airport has been refreshed as a result of the new commercial strategy. Read more on pages 50–52.

Swedavia is running a number of important development projects to accelerate the essential transition from fossil aviation fuels to more sustainable ones and to prepare its airports for fossil-free aviation. A large proportion of these initiatives are taking place at the regional airports. Electrification projects are under way at Umeå Airport, Visby Airport and Östersund Airport and relate primarily to the charging infrastructure that will be necessary for the electrification of aviation. The supply of electricity is vital both for fossil-free aviation and for meeting the increased demand for charging in car parks in recent years. Hydrogen initiatives are under way in most regions, with Swedavia participating through its airports. The projects are carried out, among other methods, through collaborations with the State-owned Research Institutes of Sweden (RISE), the Swedish Agency for Innovation

Systems (Vinnova), the Swedish start-up Heart Aerospace and a number of regional organisations and companies. Read more about the transition to sustainable aviation fuel on page 27.

CHALLENGES

- Business travel has declined in favour of digital meetings.
- A significant and prolonged lack of capacity among airlines and the effects of the restructuring of SAS and BRA are having a negative impact on domestic traffic, with reduced demand in the long term.
- Increased vulnerability due to difficulties in securing competencies and implementing effective resource planning at smaller airports.
- Lack of competition means high ticket prices.

OPPORTUNITIES

- New travel patterns can be established and a brand new route map drawn up as the electrification of aviation develops.
- As the environmental impact of aviation is reduced, this evens out competition with other modes of transport in Sweden, enabling the whole country to prosper.
- Climate challenges in southern Europe are pushing the tourism industry northwards and new travel flows are reaching Sweden.
- Closer cooperation is developing with the regions where Swedavia's airports operate, with the smaller regions being active, engaged and keen to secure the future of aviation.



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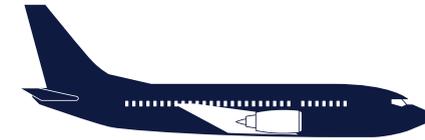
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Across Sweden and to the world beyond

Swedavia's ten airports form a network that links Sweden together – and connects Sweden to the rest of the world.



32.1

million passengers 2023

322

direct destinations from the airports

64

airlines at the airports

527

routes from the airports



Swedavia's airports from north to south:

Airport:	Kiruna Airport	Luleå Airport	Umeå Airport	Åre Östersund Airport	Stockholm Arlanda Airport	Bromma Stockholm Airport	Göteborg Landvetter Airport	Visby Airport	Ronneby Airport	Malmö Airport
Runway length (metres):	2,502	3,350	2,302	2,500	3,301, 2,500 and 2,500	1,668	3,300	2,000 and 800	2,231	2,800 and 797
Take-offs and landings:	3,342	13,339	16,367	6,536	189,282	35,323	52,134	10,558	5,377	23,054
Number of passengers:	217,075	1,034,849	685,798	252,833	21,817,841	1,184,127	5,184,386	317,492	110,575	1,296,615
Direct routes:	1 international, 1 domestic	11 international, 5 domestic	6 international, 2 domestic	5 international, 2 domestic	133 international, 21 domestic	3 international, 13 domestic	76 international, 4 domestic	5 international, 7 domestic	1 domestic	25 international, 3 domestic
Most popular destinations:	Stockholm, Düsseldorf	Stockholm, Gothenburg, Gran Canaria	Stockholm, Gran Canaria, Chania	Stockholm, Umeå, Split	London, Copenhagen, Oslo	Malmö, Visby, Brussels	Stockholm, London, Frankfurt	Stockholm, Gothenburg, Malmö	Stockholm	Stockholm, Skopje, Belgrade

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Travel continues to grow

In 2023, the recovery from the low traffic volumes of previous years continued, with new airlines coming and old ones returning to the airports, with most routes and destinations restored. Although the trend was stable, growth stagnated in the final few months of the year.

In recent years, a strong recovery has been made from the record-low traffic volumes in 2020. Several new routes were added at Swedavia's airports, as well as new and former airline customers.

Aviation is a cyclical industry that is affected not only by the current economic situation but also by the uncertainty caused by events in the world around us. War, higher electricity and fuel prices, inflation and aviation's green transition will all affect the future growth of the aviation industry.

Right now, there are several indications that air traffic will continue to grow. It became clear during the summer that there is a great demand for travel among Swedes. Despite strained finances for a large number of households, many have chosen to prioritise leisure travel, with air travel to Europe experiencing particularly strong demand. There was also an increase in business travel to Europe during the year. The imbalance in the market, with the combination of strong demand and lower capacity than before, has increased ticket prices significantly, although this is likely to balance out over time.

DOMESTIC CHALLENGES

Domestic travel on the other hand, and to some extent travel within the Nordic region, is facing greater challenges with new travel behaviour. Financial reasons are the main factor, along with the ambition to reduce climate footprint, driven by a tightening of the travel policies of many companies, particularly for trips over short distances. In just a few years, the digital transition, with online meetings, has become a natural part of working life. Another reason is a major change in attitude among business travellers, who are now prioritising travel time to a lesser extent. This contributes to reduced competition, higher ticket prices and poorer connectivity within Sweden.

LOW-COST AIRLINES ARE GROWING

The aviation ecosystem remains under some pressure. None of Swedavia's largest customers, BRA, SAS and Norwegian, have returned to their pre-pandemic range of destinations. Many airlines are also facing challenges in the form of shortages of staff, training and education facilities, aircraft and spare parts. Other airlines, mostly low-cost carriers, have advanced their positions in recent years.

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Ryanair and Eurowings expanded their bases at Stockholm Arlanda Airport during the year and Wizz Air began operating at Stockholm Arlanda Airport in October.

Traffic to and from the USA is strong, but there is a shortage of direct routes. SAS temporarily opened a route between Göteborg Landvetter Airport and New York during the summer, while United launched a seasonal service between Stockholm Arlanda Airport and New York over the summer, but it was not enough to meet demand.

The Asian market also represents something of a challenge as Asian destinations are further behind in the post-pandemic restart. Flight paths have also become longer because commercial traffic is unable to pass through Ukrainian, Belarusian and Russian airspace, which affects airlines' costs and their ability to supply.

A total of 36 new routes opened during the course of the year, which means that just over 92 per cent of scheduled destinations are back compared with 2019 levels. Read more about routes and destinations on page 47.

UNPREDICTABLE FUTURE FOR CARGO

Although air cargo only accounts for one per cent of global transport volume, it accounts for 35 per cent of the value of such goods in a normal year. Aviation plays a key role in transporting medicines, protective equipment, high-value and sensitive goods and provides business-critical spare parts to manufacturers.

A large proportion of cargo is transported in the hold of scheduled passenger aircraft and can represent a significant share of the revenue for long-haul flights. There was increasing demand for rapid transport for a long time as a result of factors such

AVIATION BUSINESS IN BRIEF

The Aviation Business operational area works together with its partners to develop connectivity and the air traffic available. The operational area

includes services aimed at Swedavia's customers in aviation operations, such as take-off and landing services and ground handling services.

Aviation Business by area, net revenue, SEK M

	2023	2022
Passenger-related revenue	1,543	1,278
Externally regulated charges	984	781
Aircraft-related revenue	714	585
Ground handling	257	208
Other ancillary services	183	143
Total	3,681	2,995

as the growth of online shopping, while capacity decreased due to a sharp decline in demand for passenger traffic during the pandemic. The relative recovery in air traffic has increased capacity, but the slowdown in the global economy has resulted in a fall in demand for cargo. Price levels, which previously increased sharply, are now starting to fall slightly, with a slight increase in demand noticeable towards the end of the year.

AIRPORT CHARGES MAKING UP GROUND

Swedavia decided to raise its airport charges in 2023 by 2.3 per cent to cover increased costs and as an initial step towards gradually returning to a more sustainable economic model. Starting January 1, 2024, airport charges were raised by a further nine per cent.

EFFECTIVE CLIMATE ACTION

The incentive programme that provides grants for voluntary refuelling with sustainable aviation fuel is an important part of the measures Swedavia is implementing to increase the demand for and availability of sustainable aviation fuel. You can read more about this on page 10. For the past couple of years, Swedavia has also had climate-differentiated take-off and landing charges at Stockholm Arlanda Airport and Göteborg Landvetter Airport. Airlines that use climate-efficient aircraft and sustainable aviation fuel are prioritised, which gives off an important signal. Noise charges and nitrogen oxide charges linked to take-off charges apply at all of Swedavia's airports.

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New commercial offering increases competitiveness

Swedavia's new commercial strategy in Retail, Food and Beverage has begun to make its mark on the airports. During 2023, around 50 new restaurants and shops have opened. The greatest renewal has been at Luleå Airport, Malmö Airport, Göteborg Landvetter Airport and Stockholm Arlanda Airport.

Swedavia's purpose is to enable people to meet and the airport should be a magical meeting place. In particular, it provides an exciting and stimulating environment and is an important part of the passenger experience. The Commercial Services operational area ensures that Swedavia's commercial offering appeals to all of the airport's visitors and includes products such as Retail, Food and Beverage and Parking & Entry.

The transition to concession procurements entailed the renewal of 120 lease agreements. This included restaurants and shops, as well as the planning of Stockholm Arlanda Airport's new Marketplace with 40 restaurants and shops. Passengers have begun to avail of the new offering during the year. Out of a total of 120 new restaurants and shops, around 50 opened in 2023 and the remainder will be opening on an ongoing basis until around the turn of the year 2024/25.

In Parking & Entry, the green transition continues, with a major focus in 2023 on further develop charging for electric vehicles.

FOCUS ON NORDIC, BROAD RANGE, VALUE FOR MONEY AND RENEWAL

The new commercial strategy for restaurants and shops is scalable and applies to all of Swedavia's airports. Input from passengers, partners, the outside world and external expertise has been used as a foundation for identifying what it is important to offer in the future. Common themes for all airports are green alternatives, Nordic commercial design, environmental requirements and value for money. At the larger airports, there will also be a broader range of services and greater competition in operation and renewal.

Renewal is taking place partly because concessions are up for procurement again within three to five years, providing an opportunity to adapt future supply to



demand. At Stockholm Arlanda Airport, a food hall with a food concept that changes twice a year, along with pop-ups and multi-brand stores, will also help to inspire passengers and give them something new to see on a regular basis.

The Nordic spirit is expressed in refined concepts, brands and commercial design, as well as menus designed by well-known Swedish chefs. In order to provide a broad range of options, the Nordic cuisine is complemented by international cuisine, for example.

Swedavia's passengers demand value for money and this means that what they buy must meet their expectations in terms of quality and price within each category. Increased competition, more major players than before, and comparison with equivalent alternatives in the city's stores will contribute to increased value for money.

FOCUS ON SUSTAINABILITY

1. RFB's concession contracts contain environmental requirements.
2. In the procurement and the contracts, we have the usual qualification requirements regarding systematic environmental management work/environmental management systems.
3. Contracts also contain provisions on compliance with the Airport Regulations and (environmental) legislation in force at any given time.
4. There is also a provision on the environmental classification of building materials contained in the Property Terms and Conditions, an industry standard.
5. The contracts do not specifically indicate zero emissions but are based on the ACA principle of continuous reductions in emissions in own operations, which we pursue and monitor.

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NEW MARKETPLACE OFFERS 40 RESTAURANTS AND SHOPS

Visitors to the Marketplace after the new security control at Stockholm Arlanda Airport will encounter a clear Nordic character blended with international influences. The entire concept is based around sustainability, homeliness and green alternatives. With over 40 new restaurants and shops in an area of 11,000 square metres, the Marketplace will become the commercial heart of the airport.

New additions to the airport include hamburger chain Jureskogs and restaurant Eatery Garden. The major new food offering includes Sigtuna-based family business RC Chocolat, Hawaii Poké, Gateau and La Neta. In the fine dining segment is Pontus Frithiof's La Girafe, with its extensive wine cellar. The range will be broadened with a larger assortment mix and will change over time, including a new restaurant concept every six months.

PROCUREMENTS PROVIDE NEW CONDITIONS

A total of around 40 new procurements have been made under the new commercial strategy for Swedavia's airports to a procurement value of SEK 10 billion. Market dialogues and procurement of the third and final part of the Marketplace, with a focus on stores, began during the year and will continue during 2024.

Swedavia is subject to the Concessions Procurement Act, which means that lease agreements are no longer entered into and that the rent is now set during the procurement process by the operator.

Among other things, the procurements stipulate sustainability requirements that include systematic work for social sustainability and to reduce negative climate impact.

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MARKETPLACE



This is the new Marketplace

Area: Just over 11,000 square metres.

Opening: Gradually from the second half of 2023 until around the turn of the year 2024/2025.

Number of establishments: Over 40 new shop- and restaurant concepts.

Exposure: The stores are exposed to around 60,000–100,000 passengers per day, or 23 million passengers per year.

Examples of stores: Lakritsroten, for which this is its biggest investment ever; Stockholm Duty Free, which has opened a duty-free store with an area of 2,500 square metres; InMotion, the electronics chain that sells the latest electronics from the biggest brands; ÅERA which has a store for outdoor and training gear and a store selling well-known brands from both the Nordic region and the rest of the world; Sweshop, the souvenir shop fronted by a large Dala horse that changes colour and style according to the season; clothing stores J. Lindeberg and GANT; World of Toys, Kronans Apotek, 7-eleven, Adlibris Pocket Shop, Forex and Global Blue. Further store procurements are ongoing.

Examples of restaurants that have opened or will open in 2024: La Girafe by Pontus Frithiof and Monstro by Pontus Frithiof, RC Café & Pâtisserie, Nordic Lounge by RC, Indochine, Hawaii Poké, Eatery Garden, Jureskogs, and a new Foodhall with Bread Break, La Neta, Bun Meat Bun and Baba Grill, among others.

Total procurement value: SEK 10 billion for commercial procurements at Swedavia's airports. Procurement cycles are three to five years.

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INCREASED COMMERCIAL REVENUES CONTRIBUTE TO COMPETITIVE AIRPORT CHARGES

A strengthened commercial offering is not only important for the passenger experience, it also contributes to Swedavia’s ability to maintain competitive airport charges. Prices for airlines and ground handling companies are based on Swedavia’s costs and revenues so higher revenues mean lower airport charges.

As a result of the commercial investment in restaurants and shops, along with initiatives for other products within the operational area, revenue from Parking & entry and Retail, Food and Beverage has continued to show strong growth, increasing by 26 per cent from SEK 1,216 million in 2022 to SEK 1,527 million in 2023. The early part of 2022 was affected to some extent by the final phase of the pandemic, however.

QUICK INTERVIEW



Marie Ullmark

Retail, Food & Beverage, Aviation Pricing

POSITIVE EVENTS DURING THE YEAR

Our passengers have finally begun to enjoy our new restaurants and shops. Following lengthy preparations involving the development of a new commercial strategy and procurements, around half of our 120 new units opened in 2023. The remainder will open in 2024 or early 2025. The greatest renewal has been at Luleå, Malmö, Göteborg Landvetter and Stockholm Arlanda airports. The passenger feedback we have received, for Stockholm Arlanda Airport’s new Marketplace for example, is positive and creates a feeling of pride among all employees at the airport.

WHAT RISKS AND CHALLENGES HAVE NEEDED TO BE MANAGED?

The scale of the commercial transformation that is currently under way is unlike anything Swedavia has experienced before. Having 120 new restaurants and shops in just over two years, with some airports being completely reconfigured in a short period of time, brings many challenges. These include completion times for new construction, coordination, logistics, access to tradespeople and minimising the negative impact of the construction site on the passenger experience.

WHAT IS THE MAIN LESSON YOU TAKE FROM YOUR WORK?

As Swedavia continues to procure restaurant and store concessions, we will be making this same journey again and we will begin our preparations shortly after we have completed the first wave. Solving the puzzle of which stores and restaurants will be changed and when will be even more important going forward, as will creating wider time margins for external unforeseen events, and becoming a Swedavia that can work even better with our partners in the establishment process.

YOUR VISION FOR THE FUTURE?

A commercial offering at our airports that meets our passengers’ expectations.

COMMERCIAL SERVICES IN FIGURES

Commercial Services has the task of securing and developing revenues, customer relationships and commercial strategies. Products and services must be developed to meet customer needs and create long-term competitiveness. Shops, restaurants,

hotels, parking spaces, advertising sales, rental of premises and various energy, telecom and data communication services generate income that helps to maintain competitive airport charges and finance investments.

Commercial Services by area, net revenue, SEK M

	2023	2022
Parking & entry	854	716
Retail, Food and Beverage	674	500
Property revenue	488	438
Advertising	95	83
Other commercial products	82	67
Total	2,192	1,804

The Parking & Entry and Retail, Food and Beverage areas have seen the fastest growth during the period. Other areas, such as Premises Rental and Advertising, increased more slowly as they do not have the same direct link to passenger growth.

CONTINUED GREEN TRANSITION FOR PARKING & ENTRY

In order to continue to strengthen Swedavia’s position in sustainability and move towards the goal of fossil-free airports by 2025, business models are continuously being developed that reward green transition. The infrastructure is being expanded in the Parking & Entry business area to continue offering the charging of electric vehicles to private motorists, taxis, buses and car hire businesses at all airports.

In 2023, a new system for taxi management was introduced at Göteborg Landvetter Airport. The system provides clearer environmental management when calling taxis and increased operational reliability that benefits both passengers and taxi firms. A major upgrade to the parking system began in 2023, with older equipment being replaced with new, along with a software update to add new features. The car park’s camera system will also be upgraded, which will improve operational reliability, bring new features for customers in the form of additional payment solutions, and facilitate customer service. To provide better passenger information, a procurement process has begun for a new information system to provide details of bus timetables and stops for Stockholm Arlanda Airport and Göteborg Landvetter Airport.

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Property development for long-term growth

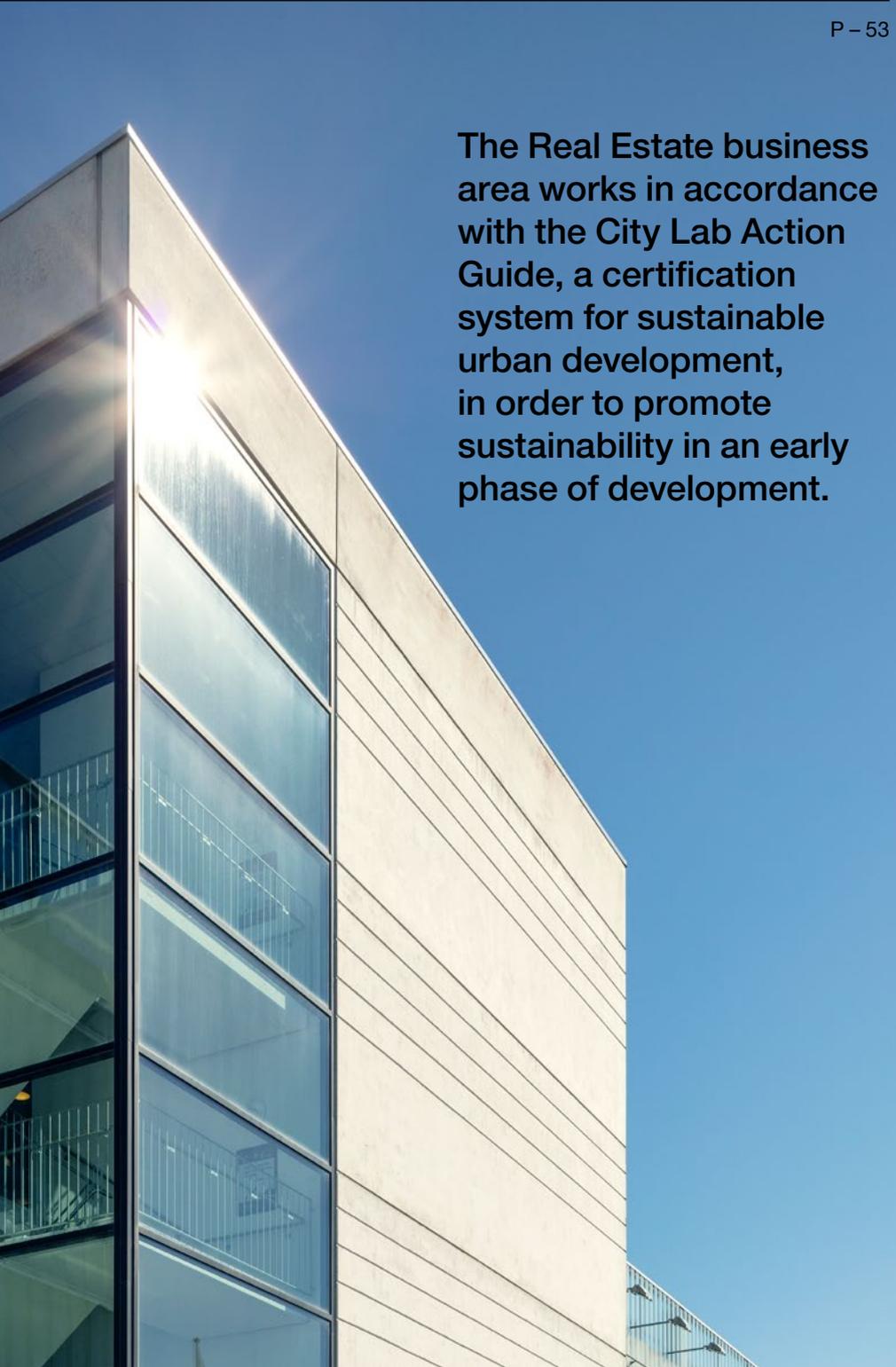
In 2023, work within the Real Estate operational area continued to create the conditions to enable future development and new business, along with a number of concrete business development projects. Despite an economic slowdown, Swedavia still envisages good business opportunities within several areas thanks to strong interest from potential investors and partners.

A year with a worsening economy, high inflation and interest rate rises has created concern generally on the property market, both in Sweden and in the rest of Europe. A recession poses major challenges in terms of how and when property development can and should take place, while at the same time new opportunities are arising.

The Real Estate operational area is responsible for Swedavia's properties and the land adjacent to the airports. Mapping the demand for properties, zoning planning areas and matching potential stakeholders with development opportunities at an early stage creates the conditions for future business. Having projects that are of interest to the investment market enables Swedavia to realise value and free up capital for other investments within the company.

Swedavia's land and property development has not been directly affected by the slowdown in the market. Despite considerable uncertainty about the future, Swedavia's concrete business projects are generating relatively high levels of interest and business prospects are still good in the long term.

The unrest in the world is prompting many companies to perform new risk assessments and they are examining the possibilities of manufacturing and warehousing in Sweden to a greater extent than before. As a result, the domestic market for warehousing, logistics and freight has not been significantly affected by the economy and in some cases has even grown, albeit not at the same levels as the previous year. Hotel projects are generally a long-term investment and are rarely affected by cyclical fluctuations in the market. The process from initiating a zoning plan to fully developing the



The Real Estate business area works in accordance with the City Lab Action Guide, a certification system for sustainable urban development, in order to promote sustainability in an early phase of development.

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REAL ESTATE IN BRIEF

- The Real Estate business area builds, owns and develops buildings and land adjacent to Swedavia's airports.
- The development and divestment of commercial properties creates added value and generates income that can be reinvested in airport operations.
- Operations create development projects for properties such as hotels, office premises and logistics parks.
- The business area develops the attractiveness of the airports at the same time as demand to set up operations at the airports grows.

property takes many years and it is natural for there to be economic fluctuations over that time. In addition, Swedavia considers there to be certain risks associated with the leasing of office buildings, for example, in both the short term and the medium term.

CONDITIONS FOR FUTURE BUSINESS

Zoning planning and development of various land sites is taking place to ensure preparedness in the longer term when the economic downturn is over. One of the areas where zoning planning is being carried out is the expansion of the logistics area at Göteborg Landvetter Airport as a supplement to previous expansions. Preparations are also under way at Stockholm Arlanda Airport for an integrated terminal and hangar area for General Aviation, an umbrella term for aviation critical to society and smaller private jets.

DEVELOPMENT PROJECTS UNDER WAY

A number of business development projects are under way, several of which may be realised within the next few years. Preparations

for the construction of a new logistics area adjacent to the existing Cargo City area at Stockholm Arlanda Airport continued during the year with the aim of finding the right partner to jointly develop approximately 60,000 square metres of gross total area. The project design of roads, utility installations and surface water drainage is under way. An airport-related logistics site, with a zoning plan covering a gross total area of approximately 150,000 square metres, is being prepared for development and the site may be expanded in the future to cover an area of almost one million square metres.

Swedavia is also preparing for the construction of a hotel with conference facilities in the growing Airport City part of the terminal area at Stockholm Arlanda Airport. A hotel is also planned adjacent to Kiruna Airport. There has been great interest in all projects and good opportunities exist to complete the deals. A Letter of Intent was signed at the end of the year for the sale and development of part of Cargo City.

Swedavia has a close collaboration with several strategic partners that complement the company's own operations. The Airport City Stockholm company is jointly owned by Swedavia, Arlandastad Group AB and the Municipality of Sigtuna for the purpose of coordinating the development of the entire Airport City Stockholm. Swedavia is also collaborating with Alecta through joint ownership of Swedish Airport Infrastructure AB, which manages a number of properties at the airports.

With the exception of the Letter of Intent regarding the development of Cargo City, no major divestments or acquisitions were made during the year, nor were any decisions made regarding major new construction projects.

NET ZERO EMISSIONS BY 2040

Swedavia's ambition is to reduce its climate footprint at all levels and has adopted the goal of the company's entire construction and civil engineering operations achieving net zero emissions by 2040. This is well

ahead of the construction sector's goal of achieving a climate-neutral value chain by 2045. Swedavia's goal covers carbon dioxide emissions linked to materials, propellants and transport throughout the construction process.

Swedavia is working to develop specific models, methods and working practices for the management of construction projects. The company has also implemented intermediate targets starting in 2023, when carbon dioxide emissions in the construction process are to be reduced in order to achieve the climate transition goal by 2040. This goal is being monitored through climate calculations that show the reduction for each project, using 2015 as the comparative year. To achieve the goal of zero emissions requires increased awareness, accountability and collaboration between all operators in the value chain.

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Report of the Directors

The Board of Directors and the President and CEO of Swedavia AB (publ), Swedish corporate identity number 556797-0818, hereby submit their annual accounts for Swedavia AB and the consolidated annual accounts for the Swedavia Group for the financial year 2023. The Report of the Directors is for the Group and Parent Company unless otherwise indicated.

Swedavia is a State-owned company that owns, operates and develops a network of ten airports in Sweden. Swedavia's operations are divided into two segments, Airport Operations and Real Estate. In 2023, Swedavia ran operations at ten airports – Bromma Stockholm Airport, Göteborg Landvetter Airport, Kiruna Airport, Luleå Airport, Malmö Airport, Ronneby Airport, Stockholm Arlanda Airport, Umeå Airport, Visby Airport and Åre Östersund Airport – in the national basic infrastructure of airports as determined by the Swedish government. The airports are managed as and consolidated into an integrated airport system with shared corporate functions. Real Estate owns, develops and manages properties and developable land at and in the vicinity of Swedavia's airports. Swedavia's task from the Swedish State includes working actively based on sound business principles and with long-term profitability to develop the Swedish transport sector and help achieve the Parliament's transport policy objectives. The overall objective of Swedish transport policy is to ensure the socioeconomically efficient, long-term sustainable provision of transport to citizens and businesses throughout the country. As per the instructions of its owner, Swedavia shall, within the framework of the function and concern goals in Swedish transport policy, measure and report results for five indicators in the areas of connectivity, quality of transport, safety, security and environment. Swedavia's operations are funded by the revenue generated from operations.

PURPOSE, VISION AND BUSINESS CONCEPT

Swedavia's purpose is "Together we enable people to meet" and its vision is "We develop the airports of the future and create sustainable growth for Sweden". The company's business concept is "Together with our partners, we shall create added value for our customers through attractive airports and connectivity".

THE YEAR IN BRIEF

The year was characterised by increased travel, a stronger offering of routes and destinations, as well as commercial investments.

In 2023, 32.1 million passengers flew via Swedavia's airports. This is 4.5 million more passengers compared with the same period last year, which corresponds to an increase of 16.5 per cent. The comparison with last year's figures is affected by the passenger trend during the first quarter of 2022, which was strongly impacted by restrictions imposed as a result of the increased spread of Covid. Passenger volume was 80 per cent of the level during 2019, with international traffic seeing a faster recovery rate than domestic traffic. The range of destinations and departures on offer gradually increased during the year compared with 2022, but is still at a lower level than in 2019.

A modern new security control was put into operation at Stockholm Arlanda Airport during the year and has contributed to an enhanced flying experience and has further improved security. The commercial offering was enhanced during the year with new marketplaces at Stockholm Arlanda Airport and Malmö Airport, as well as an improved offering at Göteborg Landvetter Airport and Luleå Airport.

IMPORTANT EVENTS DURING THE YEAR

On May 30, 2022, the previous Swedish government appointed a commission tasked with preparing proposals for a long-term sustainable approach regarding the State's responsibility for the airports in Sweden. This is in order to meet the needs for essential connectivity for citizens, businesses and aviation vital to communities throughout the country.

The commission report was presented on February 15, 2023. Some conclusions in the report were that aviation plays an important role in Sweden's connectivity, that the State needs a broader mandate on the country's system of airports, and that some adjustments should be made in the national basic infrastructure of airports.

Swedavia submitted its consultation response to the commission report to the Swedish Ministry of Rural Affairs and Infrastructure on May 23, 2023.

On February 2, 2023, Swedavia appointed Kristina Ferenius to be the new CFO. She will also be a member of Swedavia's Group management. She has worked most recently as the CFO of Sveaskog and took over the position on July 1. The former CFO, Mats Pålsson, chose to step down from his position at Swedavia and left the company on June 15, 2023.

At Swedavia's Annual General Meeting on April 28, 2023, Tor Clausen, Nina Linander, Lars Mydland, Eva Nygren, Per Sjödel, Lottie Svedenstedt, Åke Svensson and Annica Ånäs were re-elected as Board members. Peter Blomqvist was elected as a new Board member and Lotta Mellström stepped down from the Board.

On October 19, 2023, the airline BRA applied for corporate restructuring. BRA has announced that it intends to continue its day-to-day operations as normal while the restructuring takes place. Swedavia has made an initial assessment of the impact of this and will be continuously monitoring the process.

On October 31, following consultation with airlines and ground handling companies, Swedavia decided to increase its airport charges for 2024 by 9 per cent. This measure is based on a market assessment and applies from January 1, 2024.

On November 15, Swedavia issued subordinated hybrid bonds in the amount of SEK 2 billion with a perpetual tenor and a first call date in 5 years. The proceeds from the issue have been used to redeem an existing hybrid bond of SEK 892 M early, as well as to strengthen the company's financial position.

NET REVENUE AND PROFIT

Net revenue was SEK 5,931 M (4,846), which is an increase of SEK 1,085 M or 22 per cent compared with last year. In the Airport Operations segment, net revenue was SEK 1,078 M higher at SEK 5,901 M (4,824). Net revenue in the Real Estate segment was SEK 37 M (40).

Revenue from Aviation Business totalled SEK 3,681 M (2,995), which is 23 per cent higher compared with last year. Revenue from Aviation Business increased more than the upturn in passenger volume, thanks mainly to price effects and an increased cost base for security control, which resulted in higher revenues from externally regulated charges. Revenue from Ground Handling and Other ancillary services exceeded the previous year, due mainly to increased demand for de-icing service. Revenue from Commercial Services increased by SEK 393 M compared with last year and totalled SEK 2,212 M (1,819). The increase in passenger volume resulted in higher revenue from Parking & Entry as well as from Retail, Food & Beverage (RFB), with a combined total of SEK 1,527 M (1,216) which was 26 per cent higher compared with last year. Revenue from RFB increased more than the upturn in passenger volume which was due to higher average revenue per departing passenger. Last year's RFB's revenue benefited from state aid for rent relief of SEK 8 M. Real Estate revenue was also higher compared with last year, mainly due to higher rental income and increased revenue from the resale of electricity.

Other operating income totalled SEK 45 M (-349), which was SEK 394 M higher than in the previous year. Last year, a reserve of SEK 441 M was made for the potential repayment of restructuring aid. Last year was also positively affected by capital gains of SEK 43 M and restructuring aid received of SEK 20 M. The current year was positively affected by state aid received for electricity of SEK 14 M.

External costs and staff expenses, including own work capitalised, were SEK 801 M higher at SEK -4,713 M (-3,912). Higher costs are largely explained by the adjustment of operations to higher passenger volumes. Costs for IT, electricity, winter maintenance and salary reviews, as well as inflation effects, resulted in higher costs compared with last year.

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Depreciation, amortisation and impairment losses totalled SEK -1,458 M (-1,363), with the increase due to the completion of several major investment projects and the commissioning of new facilities. Other operating costs amounted to SEK -122 M (-5) due to the disposal of existing fixed assets in connection with the implementation of investment projects at Stockholm Arlanda Airport.

Consolidated operating income totalled SEK -318 M (-783) and the consolidated operating margin was -5.4% (-16.2). Excluding restructuring costs, impairment losses, disposals and capital gains, operating income was SEK -182 M (-799).

Operating income in the Airport Operations segment was SEK 516 M higher compared with last year and amounted to SEK -312 M (-828), with last year being charged with a reserve of SEK 441 M for the potential repayment of restructuring aid.

In the Real Estate segment, operating income was SEK -46 M (7), with operating income for last year positively affected by capital gains of SEK 43 M.

LIQUIDITY AND FINANCIAL POSITION

Equity at year-end totalled SEK 11,212 M (11,084). This increase is mainly the result of the issuance of hybrid bonds in the amount of SEK 2,000 M in November. Equity was reduced by the early repurchase of hybrid bonds issued in November 2019 in the amount of SEK 892 M, comprehensive income for the year of SEK -794 M and interest paid and transaction costs for hybrid bonds of SEK -185 M. Swedavia's loan liabilities at the end of the year totalled SEK 11,144 M (11,144).

Swedavia's loan liabilities are broken down into bank loans of SEK 4,800 M (4,200), bonds of SEK 6,000 M (6,050) and commercial papers of SEK 344 M (893). At the end of the year, the average capital tie-up period, which includes the effect of interest rate derivatives, was 3.7 years (3.6) and the average interest rate lock-in period was 4.1 years (4.2). The average interest rate as of December 31 was 2.8 per cent (2.2). On the balance sheet date, the nominal total of interest rate derivatives was SEK 6,850 M (7,100).

Liquid assets decreased SEK 242 M and at the end of the year totalled SEK 1,018 M (1,260). Short-term investments at the end of the year totalled SEK 297 M (392), which is a decrease of SEK 95 M during

the year. Net liabilities increased SEK 473 M, from SEK 11,157 M to SEK 11,630 M.

The debt/equity ratio was 1.0 times (1.0).

At the end of the year, Swedavia had unused credit facilities totalling SEK 4,050 M (3,550).

Return on operating capital, excluding restructuring costs, capital gains, impairment losses and disposals, at the end of the year was -0.6 per cent (-3.3).

CASH FLOW

Cash flow for the year was SEK -242 M (840).

Cash flow from operating activities for the full year was positive at SEK 766 M, which is SEK 225 M better compared with last year. The improved cash flow is due to higher cash flow from operating activities before changes in working capital. Cash flow from changes in working capital was negative, as a result of seasonal fluctuations, and totalled SEK -237 M (-56).

Cash flow from investing activities totalled SEK -1,824 M (-1,767). Payments made for investments totalled SEK 2,010 M (1,814). The sale of subsidiaries last year resulted in a positive cash flow of SEK 64 M. During the period, short-term investments provided a net cash flow of SEK 96 M (-95).

Cash flow from financing activities was positive and totalled SEK 817 M (385), primarily as a result of new financing in hybrid bonds of SEK 2,000 M, while previous hybrid bonds were repaid in the amount of SEK 892 M. Interest paid and transaction costs related to hybrid bonds had a negative effect of SEK 187 M (81) on cash flow. Lease liabilities totalling SEK 106 M (107) were repaid.

INVESTMENTS

Investments for the full year totalled SEK 2,010 M (1,814), with investments in the Airport Operations segment totalling SEK 1,974 M (1,798). Most investments were made in the development programme at Stockholm Arlanda Airport.

Investments in Real Estate and property development totalled SEK 36 M (16).

Swedavia's financial targets set by its owner	Actual, 2023	Target
Return on operating capital, %	-1.2	6.0
Debt/equity ratio, times	1.0	0.7–1.5
Dividend pay-out ratio, %	—	10–50

Key financial figures	Actual, 2023	Actual, 2022	Policy
Average interest rate, %	2.8	2.2	n/a
Interest rate lock-in period, years	4.1	4.2	1–4
Capital tie-up period, years	3.7	3.6	2–5

ECONOMIC TARGETS

Swedavia's economic targets consist of a profitability target, which is a return on operating capital of at least 6 per cent, and a capital structure target, which is a debt/equity ratio within the range of 0.7–1.5 times. These economic targets are long-term, which means actual outcomes may exceed or fall below the targets as a result of fluctuations in the general economic trend for some years. The return on operating capital was -1.2 per cent (-3.3), which is lower than the long-term target set of at least a 6 per cent return on operating capital. The

THE GROUP IN BRIEF¹⁾

SEK M, unless otherwise indicated	2023	2022	2021	2020	2019
Net revenue	5,931	4,846	2,717	2,494	6,235
Operating income	-318	-783	-1,385	-1,593	709
Operating margin, %	-5.4	-16.2	-51.0	-63.9	11.4
Profit for the year	-353	-709	-1,182	-1,282	583
Return on operating capital, %	-1.2	-3.3	-6.3	-7.5	4.6
Debt/equity ratio, times	1.0	1.0	0.8	1.0	1.1
Investments	2,010	1,814	1,831	2,856	3,460
Dividend	—	—	—	—	—
Average number of employees	2,603	2,364	2,244	2,600	3,050
Number of passengers, million	32.1	27.6	11.9	10.3	40.2
Operating costs per departing passenger, SEK	299.8	291.4	526.2	677.5	212.6
Commercial sales revenue per departing passenger, SEK	95.2	88.1	86.9	98.0	81.0

1) For key metrics and definitions, see pages 149–152.

deviation is largely explained by the SEK 318 M operating loss for the year. The debt/equity ratio was 1.0 times (1.0), which is within the range of 0.7–1.5 times for the capital structure target.

DIVIDEND TARGET

The normal dividend shall be between 10 and 50 per cent of the year's profit after tax. Dividend decisions shall take into consideration the company's operations, implementation of the company's strategy and its financial position. Special consideration shall be given in this assessment to the company's estimated ability to achieve its capital structure target (a debt/equity ratio of 0.7–1.5 times).

SHARES

Swedavia AB (publ) has issued 1,441,403,026 shares, which comprise a single share class, and all shares have equal voting rights in the company. All shares are held by the Swedish State; the State's holdings in Swedavia are administered by the Ministry of Finance as of December 31, 2023. The par value of a share is one (1) Swedish krona.

ACQUISITIONS AND DISPOSALS

No acquisitions or disposals were made during the year.

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MARKET AND FUTURE TRENDS

Despite the increase in passenger volume in 2023, it is difficult to forecast future trends due to the uncertain global situation and uncertainties regarding external economic developments. Swedavia instead works on a continuous basis with assessments of what passenger volumes may be going forward using different scenarios. Since there is great uncertainty about the trend going forward, preparations must be in place to manage both a high and low scenario, both in operational and financial terms. These scenarios are the best assessment that can be made based on available facts at each point in time. However, the scenarios are associated with a very high level of uncertainty, which means that operational and economic planning needs to be flexible and able to manage quick and unforeseen changes.

SENSITIVITY ANALYSIS

A sensitivity analysis shows how a change in different parameters, both internal and external, would affect the company's performance and financial position.

The three parameters that have the greatest impact on performance are passenger volume, staff expenses and interest rates. Swedavia's situation can generally be described as one where revenue essentially is variable while costs are relatively fixed.

That means flexibility is limited in terms of the ability to adjust costs should revenue fall.

Parameter	%	Effect on
		profit, SEK M/ year
Passenger volume	+1/-1	+40/-40
Salary level	+1/-1	-19/+19
Interest rate level	+1/-1	-6/+6

PASSENGER VOLUME

The number of passengers who fly to or from one of Swedavia's airports constitutes the basic condition for all revenue the company generates. About 62 per cent of Swedavia's total revenue comes from Aviation Business and consists of infrastructure services aimed at airlines and ground handling companies. This revenue consists of airport charges, including passenger and take-off charges, which are related to the number of passengers, the number of

aircraft movements and aircraft take-off weight in tonnes. There is also revenue from Ground Handling, which includes revenue for de-icing, apron (ramp) and freight forwarding services, and remuneration for passenger security screening. A change in the number of aircraft movements, tonnage or number of passengers has a direct impact on Swedavia's revenue. Swedavia's sales revenue from Commercial Services, which represents 37 per cent of the Group's total revenue, is revenue from commercial services connected to the airports. This consists of revenue from parking and the leasing of premises for shops, offices, restaurants and logistics. Rental revenue is based largely on tenants' sales revenue, which in turn depends directly on the number of passengers at the airport. An increase in passenger volume means increased revenue for Swedavia while a decrease means decreased revenue. The correlation between percentage change in passenger volume and percentage change in revenue is not linear but is an effect of growth discounts and price differences, partly because rental revenue is dependent on sales revenue and is affected by shopping behaviour. A 1 per cent increase in passenger volume is estimated to increase Swedavia's revenue by SEK 40 M (32) on an annualised basis.

SALARY LEVEL

With an average of 2,603 (2,364) employees, Swedavia had staff expenses totalling SEK 1,903 M (1,664). A 1 per cent increase in staff expenses would increase Swedavia's staff expenses by 19 M (16) on an annualised basis.

INTEREST RATE LEVEL

As of December 31, 2023, Swedavia had external loan financing totalling SEK 11,144 M (11,144), which represents 42 per cent (42) of total assets.

As of December 31, 2023, 91 per cent (92) of external financing was at fixed rates and consisted of loans with fixed interest rates and interest rate derivatives. A 1 per cent increase in interest rates would raise Swedavia's interest expense by SEK 5.9 M (8.5), which means that profit after financial items would decrease by the same amount. A 1 per cent decrease in interest rates would decrease Swedavia's interest expense by SEK 5.9 M (-8.5) and thus increase profit after financial items by the same amount. Current lock-in periods and financial instruments have been taken into account in carrying out the sensitivity analysis.

OTHER FACTORS THAT AFFECT PROFIT AND FINANCIAL POSITION

There are also other factors that could have an impact on profit in both the short and long term. One critical factor, especially in the long term, is the environmental permits required for Swedavia's operations. A change in these could affect operations on a large scale. In the short term, a pandemic, extreme weather conditions or a natural disaster constitute the main factors that have an immediate impact on air traffic and thus a negative impact on revenue. A deterioration in the geopolitical situation and the impact of macroeconomic factors such as increased inflation and higher prices for energy, fuel and commodities have a negative impact on global economic growth, which in turn affects the development of the aviation industry. Swedavia is sensitive to policy decisions that can affect air traffic and to changes in the general public's attitudes to air traffic. Climate-related risks may affect Swedavia's operations and financial position both in the short and long term.

Following a complaint to the European Commission, the Swedish Legal, Financial and Administrative Services Agency decided in 2022 to recover some of the capital contribution that Swedavia received in 2020. This may, in turn, affect the restructuring aid Swedavia received on account of the Covid-19 pandemic. In 2022, Swedavia therefore repaid SEK 879 M of the capital contribution and set aside a reserve in its annual accounts for 2022 to repay restructuring aid of SEK 441 M in line with the recovery made by the Swedish Legal, Financial and Administrative Services Agency. The European Commission has not yet issued a final decision on the complaint and there is therefore some uncertainty concerning possible further repayment of the capital contribution, as well as the amount of restructuring aid to be repaid.

ONGOING LITIGATION AND DISPUTES

Swedavia is a party to ongoing litigation and disputes. Legal proceedings and disputes are unpredictable by nature, and the actual outcome may deviate from the assessments Swedavia has made. During the second quarter of 2020, Swedavia was sued in a court of law over a rent dispute at Stockholm Arlanda Airport. Swedavia has contested the claim in full, but the amount involved is significant. The District Court issued a ruling on the case on March 24, 2022, in Swedavia's favour. This ruling was appealed against and the case was heard on November 1, 2023, in the Court of Appeal, which

subsequently ruled in Swedavia's favour. The counterparty has appealed against the ruling to the Supreme Court, which has not yet announced whether leave to appeal will be granted.

FINANCIAL RISKS

Swedavia's operations are exposed to a number of different financial risks, such as changes in exchange rates, commodity prices and interest rates or when the prevailing market conditions and capital structure give rise to refinancing risks and credit risks. For information about targets and the principles applied in financial risk management and for each important type of planned transaction for which hedging is used, the hedging principles applied and exposure to price risks, credit risks, liquidity risks and cash flow risks, see Note 43, "Financial risks".

REMUNERATION TO EXECUTIVE OFFICERS

Executive officer refers to the people who together with the chief executive officer (CEO) constitute the company's executive management and report directly to the CEO. Swedavia's guidelines for remuneration and other terms and conditions for executive officers were adopted at the Annual General Meeting on April 28, 2023, and are based on the Swedish government's adopted "Principles for remuneration and other terms of employment for executive officers in companies with State ownership" dated February 27, 2020. The guidelines are set out in the Corporate Governance Statement. Information about those involved and the company's process for handling remuneration to executive officers is presented in Note 8.

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REGULATION

Swedavia's operations are largely regulated by both Swedish and European regulations, where the most significant regulations for conducting airport operations include, among others:

- Swedish Civil Aviation Security Act (2004:1100) concerning searches of persons and baggage in security screening
- Swedish Aerodrome Ground Services Act (2000:150), which regulates matters concerning ground services at airports and obligations of airport operators to allow the establishment of external ground service provider operations
- Swedish Act on Airport Charges (2011:866) regulating requirements for consultation with the users, airlines, on airport charges The Environmental Code (1998:808), with subsequent regulations, as airports are a licensed activity
- The Aviation Act (2010:500), with subsequent regulations, which regulate, among other things, issues regarding permission to establish an airport

OPERATIONS SUBJECT TO A PERMIT OR AN OBLIGATION TO REPORT

Swedavia's operations subject to a permit consist primarily of environmentally hazardous operations under Chapter 9 of the Swedish Environmental Code (mainly airport operations), and water operations under Chapter 11 of the Swedish Environmental Code (ponds, water treatment facilities and groundwater run-off). Each airport must have an environmental permit to allow airport operations.

REGULATIONS GOVERNING THE OPERATION

Swedavia's operations are largely regulated by both Swedish and European regulations, where the most significant regulations for conducting airport operations include, among others:

- The Environmental Code (1998:808), with subsequent regulations, as airports are a licensed activity
- The Aviation Act (2010:500), with subsequent regulations, which regulate, among other things, issues regarding permission to establish an airport.

STATUTORY SUSTAINABILITY REPORT

In accordance with the Swedish Annual Accounts Act, Chapter 6, Section 11, Swedavia has chosen to prepare the statutory Sustainability Report as a separate report from the Annual Report. The scope of the Sustainability Report is described on page 145 in the Annual and Sustainability Report.

EVENTS AFTER THE BALANCE SHEET DATE

There are no important events to report.

PARENT COMPANY

The Parent Company's net revenue for the full year totalled SEK 5,901 M (4,824), which is an increase of SEK 1,077 M, mainly due to increased passenger volumes. Other operating income, SEK 45 M (-392), was affected last year by a reserve for anticipated repayment of restructuring aid of SEK -441 M. This year was positively affected by state aid received for electricity of SEK 14 M (-) and the previous year by restructuring aid of SEK 20 M. Operating profit for the full year was SEK -129 M (-890) and the operating margin was -2.2 per cent (-18.4). Profit before tax was SEK -190 M (-183) and profit for the year was SEK - M (-25).

The Parent Company's non-current assets totalled SEK 22,165 M (21,402) and consist mostly of fixed assets at a value of SEK 19,458 M (18,858). Current assets totalled SEK 3,438 M (3,557), with SEK 1,018 M (1,260) of this liquid assets. Equity totalled SEK 10,085 M (9,249). The Parent Company's liabilities and untaxed reserves totalled SEK 15,518 M (15,710) and consist mostly of interest-bearing liabilities. For further information, see the Parent Company's financial reports and related notes and comments.

DISTRIBUTION OF EARNINGS

The proposed distribution of profit is based on the Annual and Sustainability Report 2023. The proposed distribution of profit, income statement and balance sheet for the Parent Company as well as the statement of comprehensive income and statement of financial position for the Group will be presented at the Annual General Meeting on April 29, 2024.

In its proposed distribution of profit, the Board of Directors proposes that the company's shareholder at the 2024 AGM decide that Swedavia AB not pay any dividend for the financial year 2023 and that the funds available instead be carried forward.

The following unrestricted equity is at the disposal of the Annual General Meeting, in SEK:

Share premium reserve	2,161,354,539
Hybrid bonds	4,607,500,000
Retained earnings	1,955,202,326
Profit for the year	-87,289,498
	8,636,767,367

The Board proposes that the profit be appropriated as follows:

To be carried forward	8,636,767,367
of which to the share premium account	2,161,354,539
of which to hybrid bonds	3,500,000,000
of which to retained earnings	2,137,829,148

The owner's financial targets for Swedavia AB are a return on operating capital of at least six per cent and a debt/equity ratio of 0.7–1.5 times. Decisions on dividends shall take into consideration the company's operations and capital structure target. Furthermore, in accordance with the company's dividend policy, the dividend shall be between 10 and 50 per cent of the profit for the year. Return on operating capital for 2023 was -1.2 per cent, which is not in line with Swedavia's profitability target. The debt/equity ratio was 1.0 times, which is within the range of the capital structure target of 0.7–1.5 times.

Despite continued passenger growth in 2023, passenger volumes and earnings capacity have not yet recovered to a balanced level. The uncertain situation around the world also means that it is difficult to determine the future financial trend for the company in both the short and long term. The company is also facing extensive capacity investments at Stockholm Arlanda Airport. In view of

this, the Board of Directors, in line with Swedavia's dividend policy, proposes that no dividend be paid at the Annual General Meeting to be held on April 29, 2024, and that the funds available, including the profit for the year, SEK 8,637 M, be carried forward.

ANNUAL GENERAL MEETING

Swedavia AB's Annual General Meeting will take place on April 29, 2024. The Annual Report and other financial reports will be available on Swedavia's website www.swedavia.com.

CALENDAR

Annual and Sustainability Report 2023	March 20, 2024
Annual General Meeting 2024	April 29, 2024
Interim Report Jan–Mar 2024	April 29, 2024
Interim Report Jan–Jun 2024	July 17, 2024
Interim Report Jan–Sep 2024	October 30, 2024
Year-End Report 2024	February 13, 2025

For other matters concerning the company's results and position, see the income statements and balance sheets below.

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Corporate Governance Statement

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Swedavia AB (publ)

Swedavia AB is a Swedish limited liability company with its registered office in the Municipality of Sigtuna. Swedavia’s operations are described in the company’s Articles of Association as financing, owning, managing, operating and developing airports with their appurtenant buildings and facilities, as well as owning and managing properties. Swedavia shall also take an active part in the development of the Swedish transport sector and help achieve the transport policy goals set by the Swedish Parliament based on sound business principles.

All shares in Swedavia AB are owned by the Swedish State. In 2023, the Ministry of Finance represented the Swedish State’s shares at Swedavia’s Annual General Meeting and general meetings and nominated Board members for Swedavia.

CORPORATE GOVERNANCE

Swedavia’s corporate governance is regulated by external legal frameworks such as applicable EU regulations, the Swedish Companies Act and other applicable Swedish laws, the State’s ownership policy and the Swedish Code of Corporate Governance (the Code). The Government specifies in the State’s ownership policy and 2020 principles for State ownership (the State’s ownership policy) that the State applies good corporate governance and gives an account of its position on important matters of principle concerning corporate governance of all State-owned companies. Among other things, the decision has been made that all companies in which the State owns a majority of shares shall apply the Swedish Code of Corporate Governance (“the Code”). The Code is applied based on the “comply or explain” principle, which means that deviations from the Code are allowed but must be explained. Swedavia follows the OECD’s guidelines for corporate governance and for anti-corruption and integrity in State-owned companies.

Under the Swedish Companies Act and the Code, the Board of Directors is responsible for Swedavia’s internal control. The Board has decided that Swedavia shall apply a framework for documentation and analysis of internal control issued by the Committee of Sponsoring Organisations of the Treadway Commission (COSO).

Swedavia’s corporate governance structure is illustrated in the chart on the right.

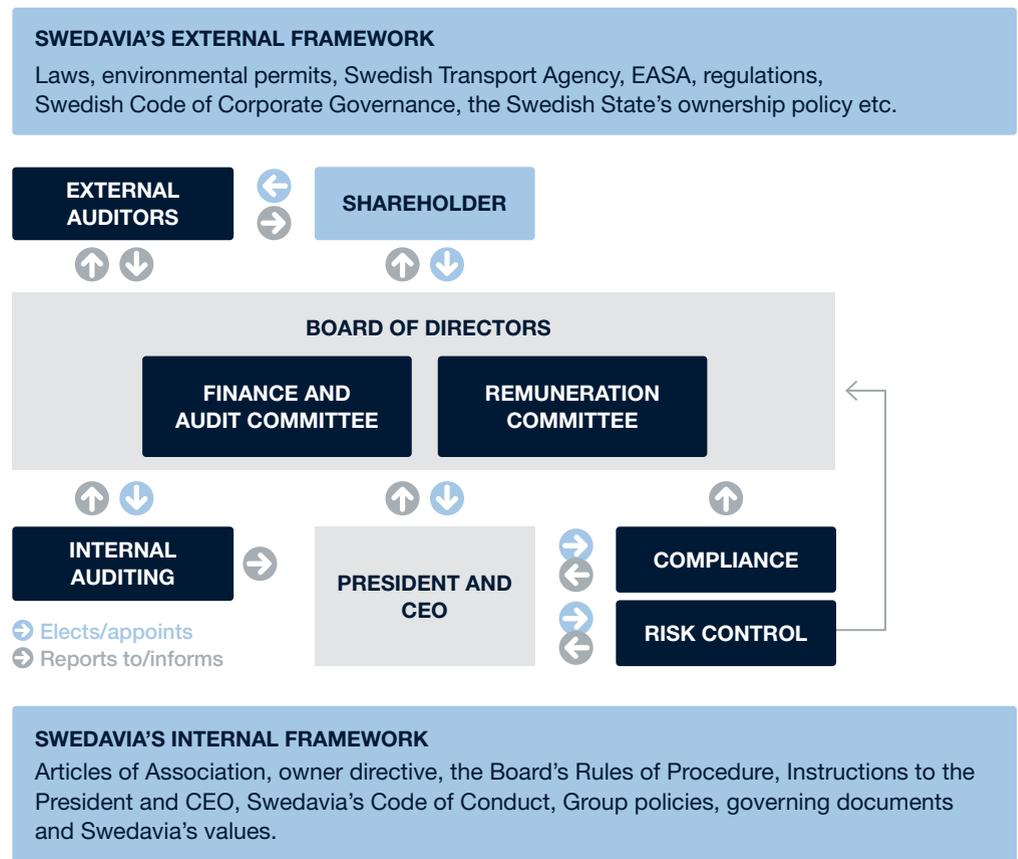
DEVIATIONS FROM THE CODE

Swedavia is wholly owned by the Swedish State, and the principles that the Swedish State applies in its ownership policy are generally in agreement with the rules in the Code. However, under the State’s ownership policy, Code regulations regarding the selection of Board members are replaced by a special nomination process that applies to companies wholly owned by the State. The primary reason for deviations from the Code is that Swedavia has only one owner whereas the Code is aimed at listed companies with dispersed ownership.

The State’s ownership policy also deviates in reporting the independence of Board members relative to major shareholders. The State’s ownership policy specifies that the relevant provisions in the Code are primarily aimed at protecting minority shareholders in companies with dispersed ownership so there is no reason to report such independence.

GENERAL MEETING

The General Meeting is the company’s highest governing body, where the shareholder exercises its influence. The matters considered at the General Meeting are regulated by the Swedish Companies Act. Under the Swedish Companies Act, an Annual General Meeting shall be held annually. Under the State’s ownership policy, the Annual General Meeting (AGM) shall be held no later than April 30. Members of Parliament are entitled to take part in the meeting and ask questions in conjunction with this. The general public shall also be given the opportunity to take part in the meeting. Among other activities, the AGM shall appoint the Board and external auditor, decide on remuneration to these and adopt the income statement and balance sheet. The Board shall also present proposed principles for remuneration to executive officers at the AGM and a proposed remuneration report for the approval of the Meeting. Decisions at the AGM are adopted by a simple majority of the votes cast. For decisions concerning a change in the Articles of Association, however, a qualified majority is required.



Code requirements	Deviation	Explanation/comment
Code rules 1.2–1.3 and 2.1–2.7, 8.1 and 10.2 The company has a Nomination Committee that represents the company’s shareholder.	No Nomination Committee has been set up.	The owner’s nomination process is used in place of a Nomination Committee.
Code rules 4.4, 4.5 and 4.6 Corporate Governance Statement shall include information about whether Board members are independent of major shareholders.	Dependency relationship with major shareholders is not reported.	The State’s ownership policy states that the relevant provision in the Code is mainly aimed at protecting minority owners in companies with dispersed ownership. In State-owned companies, there is no reason to report such independence.

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ANNUAL GENERAL MEETING

Swedavia's Annual General Meeting 2023 was held on April 28, 2023. Minutes from the AGM are available on Swedavia's website.

At the AGM, it was decided that the number of members elected to the Board of Directors shall be nine with no deputy members. The AGM decided to re-elect Tor Clausen, Nina Linander, Lars Mydland, Eva Nygren, Per Sjödel, Lottie Svedenstedt, Åke Svensson and Annica Ånäs. Peter Blomqvist was elected as a new Board member and Lotta Mellström stepped down from the Board. Åke Svensson was elected Chair of the Board by the AGM.

The AGM adopted the Annual Report and Sustainability Report for 2022 submitted by the Board of Directors and the CEO, and discharged the Board members and the CEO from liability for the financial year 2022. The AGM also decided, in accordance with the Board's proposed distribution of profit, that no dividend should be paid to the owner. The decision was in accordance with the dividend policy.

The AGM also decided to adopt a number of principles for remuneration to executive officers and principles for external reporting in companies with State ownership. At the AGM, the accounting firm KPMG AB was elected to be the company's auditor.

The accounting firm has designated Tomas Gerhardsson as principal auditor.

NOMINATION PROCESS FOR THE BOARD OF DIRECTORS

For companies that are wholly owned by the Swedish State, a nomination process that complies with the Swedish State's ownership policy is applied, replacing the Code's rules for appointing Board members. In 2023, the nomination process for Board members was managed and coordinated by the State ownership unit at the Ministry of Finance. A working group analyses the need for talent based on the company's operations, situation and future challenges, the composition of the Board and Board assessments carried out. After this, it is determined whether there are any recruitment needs and recruitment work is initiated. Members are selected from a broad recruitment base. When the process has ended, the nominations are announced in accordance with the provisions of the Code.

BOARD OF DIRECTORS**THE WORK AND RESPONSIBILITIES OF THE BOARD**

According to the Swedish Companies Act and the Swedish State's ownership policy, Swedavia's Board of Directors is responsible for the company's organisation and management of the company's operations. The Board establishes the Rules of Procedure each year for the Board's work, instructions for the division of labour and responsibilities between the Board and the President and CEO, and instructions for financial reporting to the Board. The Board's duties include determining the company's overall strategies, mission objectives, goals and targets as well as ensuring that there are appropriate systems for monitoring and controlling the company's operations and the risks to the company associated with its operations. The Board is responsible for ensuring that the company develops an overall strategy and adopts strategic goals in a sustainable and responsible way to ensure long-term sustainable value creation. The Board's Rules of Procedure also regulate the Chair's duties and information to the Board.

Under the Board's Rules of Procedure, at least eight Board meetings for which preparations are made in advance shall be held per calendar year in addition to the statutory Board meeting. Additional meetings may be held when justified by events of major importance. The Board is responsible for financial reporting and has regular meetings through the Finance and Audit Committee with the company's auditor. Furthermore, the auditor meets the full Board at least once a year, when no member of the executive management is in attendance.

The Board assesses its work and that of the CEO on a continuous basis and gives particular consideration to this matter at least once a year.

COMPOSITION OF THE BOARD

At the AGM 2023, it was decided that the number of Board members shall be nine. There are also two regular employee representatives and their two deputies on the Board. An account is given on pages 66–67 of each Board member's age, education, main work experience, other important duties outside the company and number of years as a member of Swedavia's Board. Swedavia's executive management has adopted a policy on equal treatment and diversity with the aim of being an inclusive employer that considers people's competencies, capabilities and appropriate attitudes. Swedavia shall be a role model in sustainable development by working

Facts about the Board of Directors

Members elected at the AGM	Main Board	Attendance at Board meetings	Year elected	Attendance at Finance and Audit Committee	Attendance at Remuneration Committee
Åke Svensson	Chair	9/9	2016		6/6
Peter Blomqvist ¹⁾	Member	5/9	2023	5/8	3/6
Tor Clausen	Member	9/9	2020	8/8	
Nina Linander	Member	9/9	2020	8/8	
Lotta Mellström ²⁾	Member	3/9	2015	3/8	3/6
Lars Mydland	Member	9/9	2014		
Eva Nygren	Member	9/9	2020		
Per Sjödel	Member	9/9	2020		6/6
Lottie Svedenstedt	Member	9/9	2010		6/6
Annica Ånäs	Member	8/9	2020		
Employee representatives					
Robert Olsson	Member	9/9	2010		
Agne Lindbom	Member	9/9	2018		
Conny Moholi	Deputy	0/9	2018		
Mikael Nordenståhl	Deputy	0/9	2018		

¹⁾ Peter Blomqvist was elected as a new member of the Board of Directors at the Annual General Meeting on April 28, 2023. He was also elected as a member of the Finance and Audit Committee and the Remuneration Committee at the statutory Board meeting on April 28, 2023.

²⁾ Lotta Mellström stepped down from the Board of Directors at the Annual General Meeting on April 28, 2023.

actively for the equal rights and value of all people and affirming diversity and differences. This policy is applied by the Board of Directors in the recruitment of executive officers and by the entire Group in all other recruitment. The owner follows the Swedish State's ownership policy and applies the ownership policy's Board nomination process and principles for Board composition, which also take diversity aspects into consideration. The AGM 2023 elected nine members, five men and four women. The employee representatives in 2023 were two men. The average age of Swedavia's Board members, including the employee representatives, was 62.

CHAIR OF THE BOARD

The Chair of the Board is elected at the AGM. Under the Rules of Procedure for Swedavia's Board of Directors, the Chair shall ensure that the Board's work is managed effectively and that the Board fulfils its duties.

The Chair's duties include organising and managing the Board's work, keeping in regular contact with the President and CEO and ensuring that the Board is given sufficient information and material to make decisions in its work. The Chair is also responsible for coordinating the Board's views relative to the owner on matters of critical importance to the company, maintaining a dialogue with the owner concerning the monitoring of objectives, goals and financial targets and communicating these to the Board.

THE BOARD'S WORK IN 2023

The Board held eight regular Board meetings and one statutory meeting in 2023. The meetings in 2023 dealt in particular with the company's situation during the rapid recovery after the Covid-19 pandemic and related issues such as the adjustment and rebuilding of capacity.

Among other matters, the meetings also dealt with business operations including strategic

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development, instructions for financial reporting and the Annual and Sustainability Report and related reports. The Board also dealt with investments, procurements and Swedavia's pricing model for airlines.

AMONG THE MAIN ISSUES DEALT WITH BY THE BOARD IN 2023 WERE:

- The company's situation in connection with the recovery after the Covid-19 pandemic
- The company's situation in connection with capacity adjustment at Stockholm Arlanda Airport
- Issues related to the status of the development plan for Stockholm Arlanda Airport concerning the new security checkpoint and marketplace
- The Arlanda investigation
- The Airport investigation
- Financing and capital structure issues
- Strategic development
- Connectivity, restoring old air links and attracting new ones
- Major procurements
- Governing documents¹⁾
- Internal control
- Risk management and risk assessment
- Financial reports
- Reporting from internal and external audits
- IT security
- Aviation safety and security work
- Sustainability work
- Swedavia's and the industry's work for a green transition
- EU Taxonomy, CSRD and Climate-Related Financial Disclosures (TCFD)
- Injunction from the Swedish Transport Agency related to CNS certificate

¹⁾ In addition, at the annual statutory meeting the Board adopts a Code of Conduct, a number of Group policies, the Rules of Procedure for the Board, committees and the Ethics Council, instructions to the President and CEO, and governing documents adopted by the Board.

THE BOARD'S COMMITTEE WORK

Swedavia's Board of Directors has a Finance and Audit Committee and a Remuneration Committee. The committees prepare matters for the Board meetings. Guidelines for the committees' work are found in the Rules of Procedures for each committee.

The Finance and Audit Committee's tasks include responsibility for the quality assurance and preparation of the company's financial reports and maintaining an ongoing dialogue with the company's auditors. The Chair reports to the Board and

minutes for each committee meeting are attached to the summons for the next Board meeting. In 2023, the Finance and Audit Committee held eight meetings for which minutes were kept, one of which was held by correspondence. The company's internal and external auditors attended the meetings. During the year, among the matters dealt with by the Finance and Audit Committee were financial reports, internal and external audits, management of operational risks and monitoring of the company's risk management work. The committee also ensured compliance with rules in, among other areas, financial reporting, accounting standards and other requirements for listed companies. The Finance and Audit Committee also dealt with internal audit's reports and conducted an in-depth review of financing issues and sustainability issues.

The committee also assessed its internal auditors, examined and monitored the impartiality and independence of its external auditor and examined whether the external auditor did not provide any advisory services that affected its impartiality. The committee submitted a recommendation for the election of an external auditor to the 2023 AGM. Since the 2023 statutory Board meeting, the Finance and Audit Committee includes Board members Nina Linander, Peter Blomqvist and Tor Clausen. The committee appointed Nina Linander as Chair.

The Remuneration Committee's task is to prepare matters concerning remuneration and other terms of employment for executive officers. The committee shall also assess compliance with decisions regarding remuneration made at the AGM. Minutes for each committee meeting are attached to the summons to attend the next Board meeting. The Remuneration Committee held four minuted ordinary meetings and two minuted extraordinary meetings in 2023.

During the year, among the matters dealt with by the Remuneration Committee were overall remuneration and terms of employment for the team of executive officers and head of internal auditing. The committee furthermore prepared matters for the evaluation of the Board of Directors, including an assessment of the work of the President and CEO. An assessment of the Board was then carried out using a questionnaire, which was then assessed by the company's own management. The committee likewise reviewed the results and monitoring of Swedavia's employee survey and continuous pulse measurements regarding employee feedback.



The committee also reviewed the President and CEO's succession planning and leadership development for executive officers. Since the 2023 statutory Board meeting, the Remuneration Committee includes Åke Svensson as Chair, Peter Blomqvist, Per Sjödel and Lottie Svedenstedt as members, and Robert Olsson as employee representative.

ASSESSMENT OF THE BOARD'S WORK IN 2023

During the year, the work of the Board and of the President and CEO was assessed, at the Chair of the Board's initiative, through a methodical, structured process. The assessment is aimed at developing a good basis for the Board's own development work, among other aspects. The results of the assessment are reported by the Chair of the Board to the owner. Based on this assessment, the Board adopts measures to develop the Board's working methods and effectiveness. In addition to the annual assessment, the Board conducts a brief assessment of each Board member.

REMUNERATION OF THE BOARD

The remuneration of the Board of Directors is determined by the Annual General Meeting. The Chair of the Board is paid a fee of SEK 484,000, and each member is paid SEK 241,000. It was also decided at Swedavia's AGM that no specific remuneration should be paid to the Board's employee representatives or members employed in the Swedish Government Offices. The Chair of the Finance and Audit Committee is paid a fee of SEK 46,400 and the committee members are each paid SEK 26,800.

A fee of SEK 25,800 for the Chair of the Remuneration Committee and SEK 20,600 for each of the members was decided.

THE PRESIDENT AND CEO AND THE EXECUTIVE MANAGEMENT

The Board of Directors appoints the company's President and CEO. Jonas Abrahamsson was Swedavia's President and CEO in 2023. The President and CEO is responsible for the day-to-day management of the company in conformity with the Board's guidelines and instructions. Within the bounds determined by the Board, the President and CEO manages operations and keeps the Chair of the Board continuously informed about significant business matters. The President and CEO shall organise the company's management to meet the aims set for governance and control of operations. Other executive officers are appointed by the President and CEO. The executive management is a forum for information, discussions and decisions for Group matters.

Executive management meetings are chaired by the President and CEO and normally held each month. Swedavia's executive management, including the President and CEO, is presented in more detail on pages 68–69.

REMUNERATION TO EXECUTIVE OFFICERS

The State's ownership policy contains principles for remuneration and other terms of employment for executive officers. At Swedavia's AGM on April 25, 2022, it was decided that these principles shall, until further notice, apply to Swedavia. Similar

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principles are applied at Swedavia’s subsidiaries. Swedavia does not use variable remuneration for executive officers. Remuneration to executive officers is disclosed in Swedavia’s Annual and Sustainability Report as well as in the remuneration report presented to the AGM.

SUBSIDIARIES AND ASSOCIATE COMPANIES
Swedavia AB had one subsidiary at year-end 2023: Swedavia Real Estate AB, which in turn is the parent company of a property group. Through Swedavia Real Estate, Swedavia also has one associate company: Swedish Airport Infrastructure. Joint ventures are strategic partnerships and entail joint ownership of companies in which Swedavia does not have a controlling interest. There is an officer from Swedavia’s executive management on the Board of every subsidiary and associate company in the Group.

The Parent Company, Swedavia AB, has decided on an owner directive to be applied in all Group companies and which is aimed at ensuring consistent management principles.

AUDITORS
EXTERNAL AUDITING

Under the Swedish State’s ownership policy and audit regulations in effect at the AGM 2023, the company’s Board of Directors submits proposals for the election of an auditor after a recommendation from the Finance and Audit Committee. The final decision on the choice of auditor was made at the AGM. The auditor’s duties are to examine the financial reporting of the company and the Group as well as the administration of the company by the Board and the President and CEO. At Swedavia’s AGM on April 28, 2023, the audit firm KPMG was elected as auditor. Audit duties are to be performed until the end of the AGM held in 2024. KPMG then designated authorised public accountant Tomas Gerhardsson principal auditor. Tomas Gerhardsson had no duties in other companies that affect his independence as an auditor for Swedavia. A limited amount of remuneration has been paid to the auditor and accounting firm for auditing and audit-related advice, which is monitored by the Finance and Audit Committee. EY AB has been engaged for other accounting and tax advice.

INTERNAL AUDITING
The Board has a special internal auditing function at Swedavia which reports to the Board and supports the Board in carrying out its oversight and

INCLUDED IN OPERATIONS



assessment of the company’s operations, internal governance and control. Internal auditing provides independent, objective assurance and advisory services to add value and improve Swedavia’s operations. The head of internal auditing reports functionally to the Finance and Audit Committee and administratively to the Chief Legal Officer.

Internal auditing’s reports are presented to the responsible member of the executive management, and a summary of results and measures is presented to the Finance and Audit Committee. In 2023, internal auditing consisted of two auditors.

THE BOARD’S REPORTING ON INTERNAL CONTROL OVER FINANCIAL REPORTING
Under the Swedish Companies Act and the Code, the Board is responsible for internal control of financial reporting. Under the Code and the Annual Accounts Act, the Board must submit a description each year of the most important features of the company’s system for internal control over and risk management of financial reporting. The Board has a formalised procedure for ensuring that there is compliance with the established procedure for financial reporting and internal control. The Board receives reports with feedback on monitoring the status of measures taken based on recommendations from internal auditing and external auditing concerning internal control at the company. Internal control over financial reporting is aimed at providing reasonable assurance about the reliability of the external financial reporting and that it is prepared in compliance with laws, appropriate accounting principles, specific

requirements from the owner and other requirements for limited liability companies. The Corporate Governance Statement has been prepared in accordance with the Swedish Annual Accounts Act and the Code of Corporate Governance and is restricted to internal control over financial reporting.

The Board has decided that Swedavia shall follow the established Committee of Sponsoring Organizations of the Treadway Commission (COSO) framework for internal control. The COSO framework consists of five interdependent components: the governance and control environment; risk assessment; control activities; information and communication; and monitoring and assessment.

THE GOVERNANCE AND CONTROL ENVIRONMENT
The basis of Swedavia’s internal control consists of the governance and control environment, which is comprised mainly of the organisational structure and governing documents such as the Code of Conduct and Group policies.

Swedavia’s Board has established rules of procedure for its work and the work of the committees. Some of the Board’s work entails developing, updating and adopting, in line with the State’s ownership policy, a number of basic Group policies that govern the company’s work. Leaders at all levels are responsible for ensuring that the organisation complies with the delegations of responsibility and authority, financial governing documents and other Group requirements.

The governance and control environment is aimed at providing operations in a clear way with the conditions needed for carrying out their tasks in accordance with the Board’s goals, targets and intentions as well as influencing control awareness and risk awareness in the organisation.

The governance and control environment consists essentially of external documents such as laws, generally accepted accounting principles, the Swedish State’s ownership policy and other external governing documents relevant to the business, as well as other internal governing documents. The governance and control environment also consists of the Board’s Rules of Procedure and instructions to the President and CEO. The President and CEO has adopted rules of procedure for Swedavia that among other things delegate responsibility and authority to members of the executive management concerning their authorisation to enter into agreements and approve invoices. There are specific rules for investment decisions.

The Code of Conduct and all Group policies are reviewed annually and adopted by the Board and executive management. They are then made available in the company’s Management System via the company’s intranet, where employees can access them.

The table of Swedavia’s governing documents shows which policies the Annual General Meeting, the Board of Directors and executive management decided on.

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Swedavia's governing documents	Decided by
Guidelines for remuneration and other terms of employment for executive officers	AGM
The Board of Directors' rules of procedure	Board of Directors
Rules of procedure for the Finance and Audit Committee	Board of Directors
Rules of procedure for the Remuneration Committee	Board of Directors
Instructions to the President and CEO	Board of Directors
Rules of procedure for the Ethics Council	Board of Directors
Instructions for financial reporting	Board of Directors
Instructions for internal auditing	Board of Directors
Code of Conduct	Board of Directors
Financial policy	Board of Directors
Credit policy	Board of Directors
Environmental and energy policy	Board of Directors
Risk policy	Board of Directors
Tax policy	Board of Directors
Security policy	Board of Directors
Anti-corruption policy	Executive management
Workplace and drug policy	Executive management
Fire safety policy	Executive management
Crisis Management policy	Executive management
Aviation safety policy	Executive management
Insurance policy	Executive management
Information security policy	Executive management
Procurement policy	Executive management
Communication, information and insider policy	Executive management
Competition policy	Executive management
Quality policy	Executive management
Equal treatment and diversity policy	Executive management
Recruitment policy	Executive management
Training policy	Executive management

RISK MANAGEMENT

The Board has ultimate responsibility for the company's risk management and has assigned the President and CEO the task of managing this operationally. Swedavia's risk management is aimed at identifying potential events that can affect the organisation's ability to achieve the goals and targets set. The risk management procedure used by the company is based on a model with three lines of defence. The first line of defence consists of the company's operations, in the form of airport units, Business units and Group units, which have responsibility for identifying, assessing and reporting risks on a continuous basis.

An important part of the second line of defence is to ensure that there are relevant governing documents. The Director of Legal and Governance is responsible for the procedure for general governing documents such as the company's policies. The company has a Risk Manager who is responsible for managing risks and ensuring that the company complies with the risk management framework adopted. For a detailed description of Swedavia's risk management, see pages 31–36.

The third line of defence consists of the company's internal auditing, which examines Swedavia's operations and reports to the Finance and Audit Committee on a regular basis. Assessment and management of risks are carried out on a continuous basis by the line manager, who reports to the Risk Manager on a quarterly basis. Prior to the start of each quarter, an additional risk assessment is made by the company's Risk Committee, which is documented as a consolidated Group risk report. This risk report is approved by the President and CEO and then prepared by the Finance and Audit Committee before it is adopted by the Board.

Financial risks are managed and reviewed on a quarterly basis in a special report on compliance with the company's financial and credit policies, which is prepared by the Finance and Audit Committee and adopted by the Board of Directors.

CONTROL ACTIVITIES

Swedavia's control activities for financial reporting consist of three parts – monitoring and analysis of economic results, the risk report, and monitoring of key controls in Treasury and the financial statements process.

The Chief Financial Officer (CFO) monitors and analyses economic results on a monthly basis and reports this to the President and CEO and the executive management. In the processes for bookkeeping, financial statements and financial reports, key controls are monitored by operations on an ongoing basis. These operations also study and follow up on audit reports from the external auditor and internal auditing.

Swedavia's Board of Directors receives reports on economic results with analysis and comments from the company's President and CEO on a monthly basis. Swedavia's publicly available reports are compiled by the CFO and the President and CEO for preparation in the Finance and Audit Committee before they are adopted by the company's Board of Directors and then published. In addition to the Annual and Sustainability Report, at least one of the interim reports is examined by the company's auditor, who reports on his or her review work to the Finance and Audit Committee and the Board of Directors. Swedavia's internal auditing also conducts reviews in different areas in order to ensure quality in financial processes and in the financial reporting.

The Finance and Audit Committee also has the opportunity for in-depth dialogue and follow-up on financial and accounting matters with the company's CFO and auditors, who take part in the committee's meetings.

INFORMATION AND COMMUNICATION

Swedavia is a State-owned company and under the Swedish State's guidelines shall follow the same regulations for accounting and reporting as publicly listed companies. Swedavia has issued financial instruments listed on the Nasdaq OMX exchange, which means the company is obliged to apply Nasdaq OMX's regulations for issuers, the EU Market Abuse Regulation and other regulations that arise in relation to this. Swedavia has therefore developed a communication, information and insider policy that regulates the dissemination of information internally and the disclosure of information to the market.

Swedavia's public financial reports consist of four interim reports and an Annual and Sustainability Report. Public financial reporting shall be characterised by openness and transparency and is aimed at giving the company's different stakeholders a relevant picture of operations.

MONITORING AND ASSESSMENT

The executive management meets twice a month and reviews operations. The Board also evaluates the company's performance and economic results on a monthly basis and furthermore monitors the company's financial position and cash flow, sustainability goals and mission objectives on a quarterly basis. At Group level, there are corporate functions, including a control unit and an accounting unit, that continuously analyse and monitor results compared with the budget and forecasts which are reported to the company's President and CEO and to the CFO. All those with responsibility for business units regularly report results and annual forecasts to the CFO. These reports are subsequently consolidated for the company's two operating segments and then submitted to the company's President and CEO. The President and CEO submits financial reports to the Board of Directors on a monthly basis. The Board evaluates the information provided by the President and CEO on a continuous basis. There is also an internal auditing function that serves as an independent review function.

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Swedavia's Board of Directors

As of December 31, 2023.

(C) = Chairman
(M) = Member

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ÅKE SVENSSON

Chairman of the Board (elected 2016), Chairman of the Remuneration Committee.

Born: 1952.

Other Board duties: Parker Hannifin Corporation (USA).

Education: MS in Applied Physics and Electrical Engineering, Linköping University.

Work experience: Formerly CEO Saab AB, CEO Association of Swedish Engineering Industries.



PETER BLOMQVIST

Member (elected 2023), member Finance and Audit Committee, member Remuneration Committee.

Born: 1962.

Other Board duties: Lermia AB and Specialfastigheter Sverige AB.

Education: Bachelor of Economics, Stockholm School of Economics.

Work experience: Deputy Director at the Ministry of Finance, Division for State-Owned Enterprises, CEO SunCarbon AB, CEO Svenska Kraftnät Gasturbiner AB, Deputy CEO Domsjö Fabriker, CEO Processum Biorefinery Initiative AB, CEO Mediacord AB, Partner in DCM AB and Partner in Anderblom & Söner.



TOR CLAUSEN

Member (elected 2020), member Finance and Audit Committee.

Born: 1962.

Other Board duties: Wexthuset AB (C), Goldmarsh AB, Paradisparkering AB.

Education: Executive Management Program Stockholm School of Economics, TUI High Performance Leadership, IMD Switzerland.

Work experience: Consultant and Board member. Formerly Product & Aviation Director TUI Nordic, Chairman TUIfly Nordic, Product Director TUI Travel and executive positions in hotel industry, Spain.



NINA LINANDER

Member (elected 2020), Chairman Finance and Audit Committee.

Born: 1959.

Other Board duties: Asker Healthcare Group, Suominen Corporation and GreenIron H2 AB (C).

Education: International Baccalaureate, United World Colleges of the Atlantic, Wales, UK, Master's degree, Stockholm School of Economics and MBA, IMEDE, Switzerland.

Work experience: Formerly founder and partner Stanton Chase International AB, Head of Group Finance AB Electrolux (publ), executive positions at Vattenfall AB, work in corporate finance at investment banks in London.



LARS MYDLAND

Member (elected 2014).

Born: 1954.

Other Board duties: mydland ehrling AB (C), Special Adviser Board of Directors Veling Ltd.

Education: Fighter pilot training RNAS/USAF, Norwegian Air Force.

Work experience: Chairman SESAR Performance Partnership, Senior Consultant IATA, SVP & Accountable Manager Scandinavian Airlines, airline captain SAS, CEO SAS Flight Academy AB, fighter pilot and officer in the Norwegian Air Force. Formerly member of SAS Commuter AB, SAS Sverige AB, SAS Norge AS, SAS Danmark AS, SAS Technical Services (STS). Formerly Chairman EAC (Spain) and Norwegian Aviation College.



EVA NYGREN

Member (elected 2020).

Born: 1955.

Other Board duties: Troax Group AB, Ballingslöv International AB, NRC Group AS and Prince Eugen's Waldemarsudde Foundation.

Education: Architecture, Chalmers University of Technology.

Work experience: Senior Advisor BENygren AB. Formerly Director of Investment Swedish Transport Administration, President and CEO Rejlers, CEO Sweco Sweden, CEO Sweco Russia and Sweco International, CEO FFNS Arkitekter.

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**PER SJÖDELL**

Member (elected 2020), member Remuneration Committee.

Born: 1972.

Other Board duties: Identity Works AB/IW Family AB (C), Equestrian Stockholm AB (C), Parfym Sverige AB/Parfym Sverige Holding AB (C), Spendrups Bryggeriaktiebolag (M), Carismar Software AB/Carismar Holding AB (M), Haypp Group AB (M), Spring Wine & Spirits AB (M) and Visit Sweden (M).

Education: Master's degree in economics, Linköping University.

Work experience: Board professional. Formerly CEO Gant Sweden, CEO Fiskars Sweden, CEO Pocket Shop, Global Marketing Director H&M, Head of Marketing Communication ICA, Head of Business Development Lantmännen.

**LOTTIE SVEDENSTEDT**

Member (elected 2010), member Remuneration Committee.

Born: 1957.

Other Board duties: Tillväxt Helsingborg (C), Gullberg & Jansson AB, Helsingborgs IF (M) and Fine Little Day AB.

Education: Law degree, Uppsala University.

Work experience: Owner of K-utveckling Engineering AB. Formerly CEO Kid Interiör A/S, Business Area Manager, IKEA of Sweden, Deputy General Manager IKEA Systems BV, CEO Inter IKEA Systems A/S and Regional Director H&M AB.

**ANNICA ÅNÄS**

Member (elected 2020).

Born: 1971.

Other Board duties: Atrium Ljungberg (CEO) and Kojamo Oyj.

Education: Law degree and MBA, Stockholm University.

Work experience: CEO Atrium Ljungberg AB. Formerly CFO Atrium Ljungberg AB, CFO Hemsö AB and auditor at Deloitte.

**AGNE LINDBOM**

Employee representative (elected 2018).

Born: 1961.

Other Board duties: SEKO Swedavia negotiation organisation.

Education: Diverse trade union training.

Work experience: Formerly apron technician at Swedavia.

**ROBERT OLSSON**

Employee representative (elected 2010) on Remuneration Committee.

Born: 1966.

Other Board duties: Chairman of the Swedish Union of Civil Servants.

Education: Upper secondary school, trade union training, etc. Safety officer/security guard, Swedavia.

DEPUTY MEMBERS

Fredrik Tureson

Born: 1977.

Mikael Nordenståhl

Born: 1961.

AUDITOR

Tomas Gerhardsson

Principal auditor, KPMG AB.

Born: 1969.

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JONAS ABRAHAMSSON

President and CEO.

Born: 1967.

Education: MBA, Lund University.

Work experience: President and CEO E.ON Sverige AB, CFO E.ON Energy Trading SE and various executive positions and Board duties in the E.ON Group.

Board duties: Chair of the Board of Stockholm Exergi Holding AB. Board member of the Confederation of Swedish Enterprises, Almega – Employers' Organisation for the Swedish Service Sector, and ACI Europe. Member of the Royal Swedish Academy of Engineering Sciences (IVA). Formerly Board member of AFRY AB and Enerjisa Enerji A.S., among other companies.



JOHAN BILL

Director Projects.

Born: 1958.

Education: Civil Engineering degree from KTH Royal Institute of Technology.

Work experience: Regional Manager Uppsala County, Skanska, Assistant Division Head Stockholm Peab, CEO Bjerking, Director of Major Projects, Swedish Transport Administration.

Board duties: National Property Board of Sweden.



ANNA BOVALLER

Director Legal and Governance.

Born: 1963.

Education: Master of Law, Lund University, IHM Master in Leadership and Executive Management Program, SSE Executive Education, Stockholm School of Economics.

Work experience: General Counsel LFV, Assistant General Counsel Posten AB, Corporate Counsel Posten AB, Attorney Dahlman Magnusson Advokatbyrå, law clerk Nacka District Court and Associate Michelsons Advokatbyrå.

Board duties: None.



PEDER GRUNDITZ

Chief Operating Officer International Airports.

Born: 1963.

Education: Executive MBA, M-gruppen.

Work experience: Airport Director Stockholm Arlanda Airport, Airport Director Bromma Stockholm Airport, Director Regional Airports, various positions at LFV including Airport Director Visby Airport and Acting Division Head, Director Passenger Services Malmö Aviation, Director Ground Operations Braathens Sweden and Head of Traffic Transwede Airways.

Board duties: None.



FREDRIK JARESVED

Director Strategic Initiatives and Innovation.

Born: 1974.

Education: MS in Aviation Technology.

Work experience: CEO Airport City Stockholm, various positions at Swedavia and Luftfartsverket such as Aviation Safety Coordinator Stockholm Arlanda Airport, Head of Structural Development and Head of External Collaborations. Transport policy officer and Manager for Swedish regional airports at the Swedish Association of Local Authorities and Regions.

Board duties: Destination Sigtuna, Segelflygarna i Uppsala FK.

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KRISTINA FERENIUS

Chief Financial Officer.

Born: 1968.

Education: M.Sc. in Business Administration, Stockholm University.

Work experience: CFO Sveaskog, Executive Vice President/CFO Specialfastigheter, CFO Huge Fastigheter, CFO Enaco AB, Business Controller Coor Service Management Sverige AB, CFO Skanska Guest Relocation AB.

Board duties: Board member, Swedavia Real Estate AB.



CHARLOTTE LJUNGGREN

Chief Commercial Officer.

Born: 1967.

Education: Management, Finance & Law, IHM Business School, Gothenburg.

Work experience: Airport Director Göteborg Landvetter Airport, Route Director Stena Line Scandinavia AB, Route Director SeaCat AB, Finance & HR Manager Sea Containers Ltd, Route Director Silja Line Eesti Oy, Route Director Color SeaCat AS and various positions at B&B Fondkommission AB.

Board duties: Board member, Swedish Exhibition and Congress Centre and Thomas Concrete Group AB, Chair of the Board of West Sweden Chamber of Commerce.



SUSANNE NORMAN

Director Regional Airports.

Born: 1966.

Education: BSc in Information Systems, Mid Sweden University, Östersund.

Work experience: Airport Director, Åre Östersund Airport, CEO Recall AS Oslo, Head of Production/Site Manager Recall AB Sweden, Head of Sales Central Region at Cap Gemini AB and operations developer at Jämtkraft AB.

Board duties: Board member Länsförsäkringar Jämtland AB, Chair of the Board of Winterlife AB.



ALI SADEGHI

Chief Asset Officer

Born: 1976.

Education: Construction Engineering, KTH Royal Institute of Technology.

Work experience: Director of Investments, Swedish Transport Administration. Director New Mainlines, Swedish Transport Administration.

Board duties: Chair of the Board of Swedavia Real Estate AB.



MARIE WIKSBORG

Director Business Support.

Born: 1965.

Education: MBA, School of Business, Economics and Law, Gothenburg University.

Work experience: HR Director Swedavia, Head of HR Stockholm Arlanda Airport, Director of HR and Employees KF Group including Coop, Head of Business Support KF Fastigheter AB, HR Director Sheraton Stockholm Hotel & Towers and Head of Training Sheraton Stockholm Hotel & Towers.

Board duties: None.

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Amounts in SEK M	Note	2023	2022
Net revenue	3, 4, 5	5,931	4,846
Other operating income	6	45	-349
Total revenue		5,975	4,497
Own work capitalised		133	121
External costs	7	-2,943	-2,370
Staff expenses	8	-1,903	-1,664
Depreciation, amortisation and impairment losses on fixed assets and intangible assets	9	-1,458	-1,363
Other operating costs	10	-122	-5
Operating income		-318	-783
Profit from financial items	11		
Profit from holdings in associate companies and joint ventures		52	72
Financial income		53	24
Financial expenses		-296	-182
Profit before tax		-509	-870
Tax	13	156	161
Profit for the year		-353	-709
Earnings per share	33		
Earnings per share, before and after dilution, SEK		-0.37	-0.55
Number of shares		1,441,403,026	1,441,403,026

Amounts in SEK M	Note	2023	2022
Profit for the year		-353	-709
Other comprehensive income:			
Items that can be reclassified to the income statement			
Cash flow hedges:			
Reclassified to the income statement		49	35
Change in value for the year		-480	629
Tax		89	-137
Other comprehensive income, associate companies and joint ventures, net		-16	39
Items that are not reclassified to the income statement			
Revaluations of defined benefit pensions		-104	271
Tax		21	-56
Total other comprehensive income, net after tax		-441	782
Comprehensive income for the year		-794	73

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Amounts in SEK M	Note	Dec 31, 2023	Dec 31, 2022	Amounts in SEK M	Note	Dec 31, 2023	Dec 31, 2022
ASSETS				EQUITY AND LIABILITIES			
Non-current assets				Equity			
Intangible assets	14	649	695	Share capital	33	1,441	1,441
Other fixed assets	15, 16, 17, 18, 19	19,747	19,080	Other paid-in capital		3,783	3,783
Right-of-use assets	22	1,034	1,031	Hedge reserves	43	191	533
Investment properties	21	623	634	Hybrid bonds		4,608	3,500
Biological assets	20, 23	116	97	Retained earnings including profit for the year		1,190	1,827
Deferred tax assets	37	408	138	Total equity		11,212	11,084
Derivative instruments	20, 28	244	665	Non-current liabilities			
Non-current financial assets	24, 25, 26, 28	1,514	1,439	Provisions	34, 35, 36	1,157	915
Total non-current assets		24,334	23,778	Interest-bearing liabilities	38, 39	9,950	8,800
Current assets				Lease liabilities	22, 38	968	972
Materials and supplies	29	90	78	Derivative instruments	20, 28, 43	2	2
Trade receivables	28, 43	492	489	Other non-current liabilities		14	13
Receivables from associate companies and joint ventures	5	8	11	Total non-current liabilities		12,090	10,700
Derivative instruments	20, 28	—	7	Current liabilities			
Other receivables	30	272	126	Provisions	34, 36	77	49
Prepaid expenses and accrued income	31	206	146	Interest-bearing liabilities	38, 39	1,193	2,344
Short-term investments	32	297	392	Derivative instruments	20, 28, 43	7	4
Liquid assets	28, 40	1,018	1,260	Lease liabilities	22, 38	133	122
Total current assets		2,383	2,509	Trade payables		621	613
TOTAL ASSETS		26,717	26,288	Liabilities to associate companies and joint ventures	5	0	33
				Other liabilities	41	591	629
				Accrued expenses and prepaid income	42	792	710
				Total current liabilities		3,414	4,503
				TOTAL EQUITY AND LIABILITIES		26,717	26,288

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Amounts in SEK M	Share capital	Other paid-in capital	Hedge reserves	Hybrid bonds	Retained earnings including profit for the year	Total equity
2023						
Equity, opening balance, Jan 1	1,441	3,782	533	3,500	1,827	11,084
Hybrid bond issue	–	–	–	2,000	–	2,000
Hybrid bond repurchase	–	–	–	-892	–	-892
Transaction costs, hybrid bonds	–	–	–	–	-2	-2
Deferred tax, transactions costs hybrid bonds	–	–	–	–	1	1
Interest expenses, hybrid bonds	–	–	–	–	-184	-184
Total transactions with owner etc.	–	–	–	1,108	-185	923
Profit for the year	–	–	–	–	-353	-353
Other comprehensive income	–	–	-342	–	-99	-441
Total comprehensive income for the year	–	–	-342	–	-452	-794
Equity, closing balance, Dec 31, 2023	1,441	3,782	191	4,608	1,190	11,212

Amounts in SEK M	Share capital	Other paid-in capital	Hedge reserves	Hybrid bonds	Retained earnings including profit for the year	Total equity
2022						
Equity, opening balance, Jan 1	1,441	4,661	6	3,500	2,381	11,990
Interest expenses, hybrid bonds	–	–	–	–	-81	-81
Repayment of unconditional shareholder contribution plus interest	–	-879	–	–	-19	-898
Total transactions with owner etc.	–	-879	–	–	-100	-979
Profit for the year	–	–	–	–	-709	-709
Other comprehensive income	–	–	527	–	255	782
Total comprehensive income for the year	–	–	527	–	-454	73
Equity, closing balance, Dec 31, 2022	1,441	3,782	533	3,500	1,827	11,084

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Consolidated cash flow statement

Amounts in SEK M	Note	2023	2022
Operating activities	45		
Profit before tax		-509	-870
Adjustment for items not included in cash flow etc.		1,510	1,524
Tax paid		2	-57
		1,003	597
Increase(-)/Decrease(+) in materials and supplies		-12	-16
Increase(-)/Decrease(+) in operating receivables		-389	-92
Increase(+)/Decrease(-) in operating liabilities		164	52
Cash flow from operating activities		766	541
Investing activities			
Disposal of subsidiaries	45	—	64
Acquisition of intangible assets	3	-53	-56
Acquisition of fixed assets	3	-1,957	-1,758
Acquisition of short-term investments	32	-1,220	-2,199
Disposal of short-term investments	32	1,316	2,104
Dividend from associate companies	5	90	79
Cash flow from investing activities		-1,824	-1,767
Financing activities			
Hybrid bond issue	33	2,000	—
Hybrid bond repurchase	33	-892	—
Hybrid bonds, interest expenses and transaction costs	33	-187	-81
Repayment of unconditional shareholder contribution plus interest	33	—	-898
Loans borrowed	38, 39	4,681	3,694
Loans repaid	38, 39	-4,679	-2,223
Lease liabilities repaid	22	-106	-107
Cash flow from financing activities		817	385
Cash flow for the year		-242	-840
Liquid funds, opening balance		1,260	2,100
Liquid funds, closing balance		1,018	1,260

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Amounts in SEK M	Note	2023	2022
Net revenue	3, 4, 5	5,901	4,824
Other operating income	6	45	-392
Total revenue		5,946	4,431
Own work capitalised		133	121
External costs	7	-3,047	-2,486
Staff expenses	8	-1,695	-1,701
Depreciation, amortisation and impairment losses on fixed assets and intangible assets	9	-1,343	-1,251
Other operating costs	10	-122	-5
Operating income		-129	-890
Profit from financial items			
Profit from holdings in Group companies	5	25	700
Interest income and similar items	11	83	35
Interest expenses and similar items	11	-322	-186
Profit after financial items		-343	-340
Appropriations	12	153	157
Profit before tax		-190	-183
Tax	13	102	158
Profit for the year		-87	-25

Amounts in SEK M	Note	2023	2022
Profit for the year		-87	-25
Other comprehensive income		-	-
Comprehensive income for the year		-87	-25

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Amounts in SEK M	Note	Dec 31, 2023	Dec 31, 2022	Amounts in SEK M	Note	Dec 31, 2023	Dec 31, 2022
ASSETS				Unrestricted equity			
Non-current assets				Share premium reserve			
Intangible assets	14	452	523			2,161	2,161
Fixed assets	15, 16, 17, 18, 19	19,458	18,858	Hybrid bonds		4,608	3,500
Non-current financial assets	24, 25, 26, 27, 37	2,255	2,022	Retained earnings		1,955	2,162
Total non-current assets		22,165	21,402	Profit for the year		-87	-25
Current assets				Total unrestricted equity			
Materials and supplies	29	90	78			8,637	7,799
Trade receivables	28, 43	489	485	Total equity			
Receivables from Group companies	5	1,037	1,061			10,085	9,249
Receivables from associate companies and joint ventures	5	8	11	Total untaxed reserves			
Other receivables	30	263	97		12	858	988
Prepaid expenses and accrued income	31	236	172	Provisions for pensions and similar obligations	34, 35	892	1,098
Short-term investments	32	297	392	Other provisions	36	532	392
Cash and bank balances	28, 40	1,018	1,260	Total provisions		1,424	1,491
Total current assets		3,438	3,557	Bond loans	38, 39	5,150	4,600
TOTAL ASSETS		25,603	24,959	Liabilities to credit institutions	38, 39	4,800	4,200
EQUITY AND LIABILITIES				Other non-current liabilities		0	—
Equity				Total non-current liabilities			
Restricted equity						9,950	8,800
Share capital (1,441,403,026 shares)	33	1,441	1,441	Bond loans	38, 39	849	1,450
Fund for development expenditures		6	9	Commercial paper	38, 39	344	893
Total restricted equity		1,448	1,450	Trade payables		610	605
				Liabilities to Group companies	5	104	109
				Liabilities to associate companies and joint ventures	5	0	33
				Other current liabilities		590	627
				Accrued expenses and prepaid income	42	789	714
				Total current liabilities		3,286	4,431
				TOTAL EQUITY AND LIABILITIES			
						25,603	24,959

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Amounts in SEK M	Restricted equity		Unrestricted equity			Total equity
	Share capital	Fund for development expenditures	Share premium reserve	Hybrid bonds	Retained earnings	
2023						
Equity, opening balance, Jan 1	1,441	9	2,161	3,500	2,138	9,249
Hybrid bond issue	–	–	–	2,000	–	2,000
Hybrid bond repurchase	–	–	–	–892	–	–892
Transaction costs, hybrid bonds	–	–	–	–	–2	–2
Deferred tax, transactions costs hybrid bonds	–	–	–	–	1	1
Interest expenses, hybrid bonds	–	–	–	–	–184	–184
Total transactions with owner etc.	–	–	–	1,108	–185	923
Reclassification to/from fund for development expenditures	–	–2	–	–	2	–
Profit for the year	–	–	–	–	–87	–87
Other comprehensive income	–	–	–	–	–	–
Total comprehensive income for the year	–	–2	–	4,608	–85	–87
Equity, closing balance, Dec 31, 2023	1,441	6	2,161	4,608	1,868	10,085
2022						
Equity, opening balance, Jan 1	1,441	17	2,161	3,500	3,084	10,204
Interest expenses, hybrid bonds	–	–	–	–	–81	–81
Merger difference, Swedavia Airport Telecom AB	–	–	–	–	49	49
Repayment of unconditional shareholder contribution plus interest	–	–	–	–	–898	–898
Total transactions with owner etc.	–	–	–	–	–930	–930
Reclassification to/from fund for development expenditures	–	–7	–	–	7	–
Profit for the year	–	–	–	–	–25	–25
Other comprehensive income	–	–	–	–	–	–
Total comprehensive income for the year	–	–	–	–	–25	–25
Equity, closing balance, Dec 31, 2022	1,441	9	2,161	3,500	2,138	9,249

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Parent Company cash flow statement

Amounts in SEK M	Note	2023	2022
Operating activities	45		
Profit before tax		-343	-340
Adjustment for items not included in cash flow etc.		1,412	1,283
Tax paid		-15	-22
		1,053	920
Increase(-)/Decrease(+) in materials and supplies		-12	-16
Increase(-)/Decrease(+) in operating receivables		-353	-318
Increase(+)/Decrease(-) in operating liabilities		4	-127
Cash flow from operating activities		692	461
Investing activities			
Payment received for merger		—	—
Acquisition of intangible assets		-53	-56
Acquisition of fixed assets		-1,947	-1,758
Acquisition of short-term investments	32	1,316	-2,199
Disposal of short-term investments	32	-1,220	2,104
Cash flow from investing activities		-1,904	-1,909
Financing activities			
Hybrid bond issue	33	2,000	—
Hybrid bond repurchase	33	-892	—
Hybrid bonds, interest expenses, transaction costs	33	-187	-81
Repayment of unconditional shareholder contribution plus interest	33	—	-898
Loans borrowed	38, 39	4,681	3,694
Loans repaid	38, 39	-4,679	-2,223
Group contribution received/paid	3	48	116
Cash flow from financing activities		970	608
Cash flow for the year		-242	-840
Liquid funds, opening balance		1,260	2,100
Liquid funds, closing balance		1,018	1,260

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Notes

NOTE 1 Corporate information and accounting principles

Swedavia AB (publ), Swedish corporate identity number 556797-0818, has its registered officer in the Municipality of Sigtuna, Sweden. The address of the main office is 190 45 Stockholm-Arlanda (Flygvägen 1), Sweden. Swedavia AB is wholly owned by the Swedish State. Swedavia's mission is to own, operate and develop the airports in the national basic infrastructure as determined by the Swedish government. This consists of ten airports: Bromma Stockholm Airport, Göteborg Landvetter Airport, Kiruna Airport, Luleå Airport, Malmö Airport, Ronneby Airport, Stockholm Arlanda Airport, Umeå Airport, Visby Airport and Åre Östersund Airport.

CONDITIONS FOR PREPARING THE PARENT COMPANY AND CONSOLIDATED FINANCIAL REPORTS

The consolidated accounts for Swedavia and its subsidiaries have been prepared in conformity with the International Financial Reporting Standards (IFRS) to the extent these have been adopted by the European Union (EU).

The Parent Company applies Sweden's Annual Accounts Act and the Swedish Corporate Reporting Board's recommendation RFR 2 "Accounting for legal entities". The differences arising between the Parent Company and consolidated accounting principles are due to restrictions on applying IFRS in the Parent Company as a result of Sweden's Annual Accounts Act and Pension Obligations Vesting Act as well as, in some cases, the connection between accounting and taxation.

In this report, the Swedavia Group is referred to as "Swedavia" or "the Group", and Swedavia AB is referred to either by its full name or as "the Parent Company".

Reporting for the Group and the Parent Company is in millions of Swedish kronor (SEK M) unless otherwise indicated. Swedish kronor is abbreviated as SEK, and thousands of kronor is abbreviated as SEK T. The amounts recognised have in some cases been rounded off. In cases where the amount

is less than SEK 1 M and rounded down, this is presented as a zero (0); if there is no value, a dash (—) has been used. This means that tables, charts and calculations do not always add up. Figures in parentheses are for the previous year.

Fixed assets, non-current liabilities and non-current provisions consist in all essential respects only of amounts that are expected to be recovered or paid after more than twelve months, calculated from the balance sheet date. Non-current liabilities consist in all essential respects of amounts that Swedavia, at the end of the report period, has an unconditional right to choose to pay later in time than within twelve months of the end of the report period. If Swedavia does not have such a right at the end of the report period, the amount of the liability is recognised as a current liability. Current assets and current liabilities and provisions consist in all essential respects only of amounts that are expected to be recovered or paid within twelve months, calculated from the balance sheet date.

Assets, provisions and liabilities have been recognised at cost unless otherwise indicated below. Financial assets and liabilities are recognised at amortised cost, apart from derivative instruments, which are recognised at fair value. Biological assets are recognised at fair value; see Note 23. For information concerning measurement and information about fair value under IFRS 13, see Note 20.

NEW ACCOUNTING PRINCIPLES IN 2023

None of the new and revised standards and interpretations that applied since January 1, 2023, has had a material effect on Swedavia's annual accounts.

The Group's accounting principles specified here have been applied consistently for all periods presented in the consolidated financial reports.

NEW AND REVISED STANDARDS AND INTERPRETATIONS THAT ENTER INTO EFFECT IN 2024 OR LATER

The effects on the Group's financial reports and position of amendments and standards that are mandatory for the Group for the financial year 2024 are considered not to have any impact on the Group's financial reports. The effects on the Group's financial reports of new and revised

standards that enter into force in 2025 or later still need to be assessed.

CONSOLIDATION PRINCIPLES

The consolidated financial accounts include the Parent Company and all the companies in which the Parent Company directly or indirectly has controlling interest. Subsidiaries are companies in which the Parent Company has a controlling interest. The Parent Company in all cases owns, directly or indirectly, shares/holdings in the companies included in the consolidated financial accounts.

Subsidiaries are included in the consolidated financial accounts starting from the time controlling interest is achieved and are excluded from the consolidated financial accounts from the time controlling interest is no longer exercised. Where necessary, adjustments are made in the subsidiaries' financial statements to adapt their accounting principles to those used by the Group. Transaction expenditures, with the exception of transaction fees related to the issuance of equity instruments or debt instruments, are recognised directly in profit for the year.

BUSINESS COMBINATIONS

Acquisitions of businesses are recognised using the acquisition method. Transaction expenditures related to business combinations are recognised as a cost in the income statement.

ASSOCIATE COMPANIES AND JOINT VENTURES

Holdings in associate companies and joint ventures are recognised in the consolidated accounts using the equity method. The Group's share of the associate company's or joint venture's profit after tax adjusted for any depreciation/amortisation or liquidation of surplus or deficit value acquired is recognised in the consolidated income statement as "Profit from holdings in associate companies and joint ventures".

ELIMINATION OF TRANSACTIONS BETWEEN GROUP COMPANIES

Unrealised gains arising from transactions with associate companies and joint ventures are eliminated against "Holdings in associate companies and joint ventures" to the extent that the Group owns shares in the company. Unrealised losses are eliminated in the same way as unrealised gains as long as there is no need for impairment.

REVENUE

Information about the nature and timing for satisfaction of a performance obligation in contracts with customers and related accounting principles for revenue recognition is given below.

Swedavia's recognised net revenue consists of revenue flows from Aviation Business and Commercial Services and Other net revenue.

AVIATION BUSINESS

Revenue from Aviation Business consists of Passenger-related revenue, Aircraft-related revenue, Externally regulated charges, Ground Handling and Other ancillary services.

Passenger-related revenue consists of revenue from passenger charges, escorting of passengers and ground handling service fees. Swedavia's performance obligation is to give airline customers the opportunity to use Swedavia's infrastructure and services, help passengers with reduced mobility to and from the aircraft and provide infrastructure to airlines and ground handling companies that want to operate at the airports. Revenue for passenger charges and escorting is recognised on departure from one of Swedavia's airports, and ground handling fees are recognised as revenue in conjunction with the airline's or ground handling company's use of Swedavia's infrastructure. Revenue is recognised when control has been transferred to the customer.

The revenue category "Aircraft-related revenue" consists of revenue from airlines for services and infrastructure used by the airlines' aircraft or passengers in conjunction with take-off or landing at Swedavia's airports. Examples of revenue streams are take-off charges, emissions charges, noise charges, aircraft parking fees, air traffic control charges and ground handling fees related to the handling of aircraft. Swedavia's performance obligation is to provide infrastructure to enable take-off and landing. Aircraft-related revenue, with the exception of ground handling fees, is recognised when an aircraft has taken off from one of Swedavia's airports. Ground handling fees are recognised as revenue in conjunction with the airlines' use of Swedavia's infrastructure. In all cases, control is transferred to the customer with the recognition of revenue.

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Externally regulated charges consist of four revenue streams – security screening (GAS), slot coordination (SCC), Stockholm Arlanda Airport air traffic management (TNC), and communication, navigation and surveillance (CNS). Swedavia's performance obligation is to provide security screening of passengers and baggage, offer airport coordination services for aircraft in conjunction with take-off and landing, provide infrastructure for air traffic control and assist with CNS infrastructure. Revenue is recognised for all four revenue streams after the performance obligation has been satisfied. Revenue from GAS is accrued on a monthly basis and final settlement is made following a decision by the Swedish Transport Agency. Revenue from SCC, CNS and TNC is recognised when the aircraft has taken off from one of Swedavia's airports. The right of complaint expires once use of the good or service is invoiced.

Revenue from Ground Handling is related to apron (ramp) services and freight forwarding fees. Swedavia's performance obligation is to provide services and infrastructure needed to receive aircraft and to prepare aircraft in turnaround for departure. Revenue is recognised in this revenue category on departure from one of Swedavia's airports, and it is at that point in time that the performance obligation has been satisfied and control is transferred to the customer.

The revenue category "Other ancillary services" consists of ancillary services that customers can use in return for payment, for example glycol handling or security services, which are primarily for Fast Track service. Swedavia's performance obligation for Fast Track service is to enable the airlines' passengers to save time by providing special security checkpoints. The obligation begins when the passenger enters the security checkpoint and is satisfied in conjunction with the passenger exiting the security checkpoint. Revenue is recognised when the performance obligation is completed.

COMMERCIAL SERVICES

Revenue from Commercial Services consists of revenue from Parking & Entry, Retail, Food & Beverage, Property Revenue, Advertising and Other Commercial Services. Revenue from Parking & Entry, Advertising and Other Commercial Services is recognised under IFRS 15. Revenue from the Retail, Food & Beverage category and revenue from leases in the Property Revenue category are recognised under IFRS 16; see below.

The Parking & Entry revenue category consists of revenue from parking operations. Swedavia's performance obligation consists of providing facilities for passengers and other customers for parking and entry at the airports. Revenue for Parking & Entry is recognised on an open account basis when either control or right of use is transferred to the customer. Revenue from the right to run car rental operations is recognised after control has been transferred to the customer.

Revenue from Retail, Food & Beverage consists of revenue from tenants at the airports whose operations offer passengers the possibility to eat, drink or shop for commercial goods. Rental revenue is classified as revenue from leases, with Swedavia being the lessor, and all revenue is recognised under IFRS 16, which means it is recognised on a straight-line basis over the lease term. Rental revenue is based on sales revenue, and preliminary revenue is recognised on a monthly basis with final settlement at the end of the year.

Property Revenue consists of rental revenue from leasing premises and land during the lease term as well as revenue from property services and the sale of energy and telecom services, which are recognised with the provision of the service. Leases of premises and land that generate revenue are classified as leases in which Swedavia is the lessor, and revenue is recognised on a straight-line basis over the lease term under IFRS 16. The Group's performance obligation for providing media and property services is regulated in contracts with external parties. Invoicing and revenue recognition for external customers occur when control is transferred to the customer.

Advertising revenue consists of the sale of advertising space, and revenue is recognised on a monthly basis in conjunction with the use of the advertising space and transfer of control to the customer. Swedavia's obligation is to provide advertising space, which entitles it to receive payment from the customer.

For other services, revenue is recognised when the service is provided. Discounts provided have reduced net revenue.

GOVERNMENT GRANTS

Swedavia receives grants from the Swedish State and the European Union. The information on the nature of government grants and how they have been reported is presented below.

– Electricity support for companies from the Swedish government, which relates to future electricity costs but is calculated on the basis of Swedavia's electricity consumption between 1 October 2021 and 30 September 2022, in electricity price areas 3 and 4. As this support relates to both Swedavia's own consumption and its resale to customers and tenants, the support will be divided equally between Swedavia and eligible customers based on consumption volumes. The state aid relating to Swedavia's own consumption totals and has been recognised as other operating income in the income statement. The remaining portion, has been disbursed to eligible customers.

– Electricity cost support for electricity-intensive companies, which has been provided by the Swedish government for companies with high electricity consumption in their processes. The support period is October to December 2022. This support has been recognised as other operating income in the income statement.

– Grant from the EU's research and development operations. Swedavia takes part in a research and development programme aimed at providing air navigation services (ANS) to support the provision of general or operational air traffic within the EU – which means aircraft will not be restricted by airspace configurations and can meet the expected volume increase through to 2035. The government grant awarded in the project, which is related to costs, is recognised as a reduction in the corresponding cost in the income statement. Government grants awarded related to the funding of ongoing projects are recognised as a reduction in the carrying amount of the asset.

FINANCIAL INCOME AND EXPENSES

Interest income and interest expenses on financial instruments are recognised using the effective interest method. Dividend income is recognised when the right to receive a dividend is established. Foreign exchange gains and losses are offset.

TAX

Tax is recognised in the income statement except when the underlying transaction is recognised in other comprehensive income. The Group's current tax liability is calculated using the tax rates that are in effect on the balance sheet date. An adjustment in current tax related to earlier periods is also recognised as current tax.

Deferred tax is calculated using the balance sheet method based on the temporary differences between book and tax values of assets and liabilities. Deferred tax is calculated using the tax rates and tax regulations that are decided or advised on the balance sheet date. Temporary differences related to consolidated goodwill and asset acquisitions are not taken into account, and normally nor are differences related to holdings in subsidiaries, associate companies and joint ventures that are not expected to be taxed within the foreseeable future. Deferred tax assets for temporary differences and loss carry forwards that are tax-deductible are only recognised to the extent it is likely that a taxable profit will occur against which tax-deductible temporary differences can be used. The carrying amount of deferred tax assets is reviewed on each closing date. Deferred tax liabilities are normally recognised for all temporary differences subject to tax.

INTANGIBLE ASSETS

The Group's intangible assets consist of goodwill and other intangible assets. Impairment testing of goodwill is carried out at least annually. Other intangible assets consist mostly of noise insulation for the properties of others. Straight-line amortisation is used for noise insulation measures and is reviewed annually. Useful life shall correspond to the time the environmental permit or conditions contained therein are in effect but never more than 25 years. Other intangible assets also consist of assets developed by the company with a useful life of 5–10 years.

FIXED ASSETS

Fixed assets are recognised at cost less accumulated depreciation and any accumulated impairment losses.

Cost includes the purchase price and expenditures directly attributable to the asset to convey it to the site and in the state it is to be used in accordance with the reason for the purchase. Borrowing costs directly attributable to significant renovation or new construction projects where the time of completion exceeds twelve months are included in the cost of the fixed asset for the portion of the construction period in which they arose. Interest expenses are calculated based on the Group's average interest rate for all loan liabilities.

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Additional expenditures are added to the carrying amount of the asset or recognised separately when it is likely that the company will derive future economic benefits attributable to the asset and the cost of the asset can be calculated in a reliable way. Other expenditures that arise are recognised as a cost in the period in which they arise.

Depreciation is recognised based on the expected and estimated useful life using the straight-line depreciation method. For cases where parts of the Group's assets consist of different components, where each part has an expected useful life that differs significantly from the asset as a whole, depreciation of such components occurs on an individual basis using the estimated useful life of each component.

Depreciation begins when the assets are ready for their intended use. Scheduled depreciation is based on cost less estimated residual value. The residual value and useful life are reviewed on an annual basis and adjusted if necessary. The Group's field structures consist of various assets such as parking facilities, roads, ditches and ponds, where the useful life varies. The Group's buildings consist of different types of property such as terminal buildings and buildings with more basic constructions, which have a different useful life.

Useful life for the Group is:

Buildings	
– Foundations and frame	20–60 years
– Roof	20–60 years
– Facade	20–60 years
– Internal structures and room functions	10–25 years
– Electrical installations	7–30 years
– District networks	15–50 years
Equipment, buildings	5–30 years
Equipment, land	10–60 years
Field structures, Runway systems	
– Load-bearing surfaces	60 years
– Surface sealings	4 years
– Other parts	12–40 years
Field structures, other	30–70 years
Electrical installations, vehicles and equipment	3–10 years
Modifications for tenants	Length of lease

INVESTMENT PROPERTIES

Investment properties are recognised at cost less accumulated depreciation and any accumulated impairment losses.

Cost includes the purchase price and expenditures directly attributable to the asset to convey it to the site and in the state it is to be used in accordance with the reason for the purchase. Borrowing costs directly attributable to significant renovation or new construction projects where the time of completion exceeds twelve months are included in the cost of the fixed asset for the portion of the construction period in which they arose. Interest expenses are calculated based on the Group's average interest rate for all loan liabilities.

Additional expenditures are added to the carrying amount of the asset or recognised separately when it is likely that the company will derive future economic benefits attributable to the asset and the cost of the asset can be calculated in a reliable way. Other expenditures that arise are recognised as a cost in the period in which they arise.

Depreciation is recognised based on the expected and estimated useful life using the straight-line depreciation method. For cases where parts of the Group's assets consist of different components, where each part has an expected useful life that differs significantly from the asset as a whole, depreciation of such components occurs on an individual basis using the estimated useful life of each component.

Depreciation begins when the assets are ready for their intended use. Scheduled depreciation is based on cost less estimated residual value. The residual value and useful life are reviewed on an annual basis and adjusted if necessary. Properties under construction that are intended to be used as investment properties when the work is completed are classified as investment properties. Investment properties are valued annually to determine their fair value, in other words, estimated market value.

BIOLOGICAL ASSETS – STANDING TIMBER

The Group's forest assets are divided into standing timber, which is recognised as a biological asset, and land. Standing timber is measured and recognised at fair value on each reporting date. Changes in fair value are recognised in the income statement. Fair value has been calculated as the present value of the discounted future return from long-term sustainable forest operations, i.e. the expected future cash flow from forest operations. For further information, see Notes 20 and 23.

LEASES

When a contract is entered into, Swedavia determines whether the contract is, or contains, a lease.

As a lessee, Swedavia recognises a right-of-use asset and a lease liability on the lease commencement date. The right-of-use asset is valued initially at cost, which consists of the original value of the lease plus lease charges paid on or prior to the lease commencement date plus any initial direct expenditures. The right-of-use asset is depreciated on a straight-line basis from the lease commencement date to the earlier of the end of the underlying asset's period of use or the end of the lease term, which normally for Swedavia is the end of the lease term. In rarer cases when the cost of the right-of-use reflects that Swedavia will exercise an option to purchase the underlying asset, the asset is written off at the end of the period of use.

The lease liability – which is divided into a non-current and current portion – is initially measured at the present value of remaining lease charges during the expected lease term.

Lease charges are normally discounted using Swedavia's incremental borrowing rate (IBR), which reflects, along with Swedavia's credit risk, the lease term, currency and quality of the underlying asset intended as security for each lease. However, in cases where the interest rate implicit in the lease can easily be determined, that rate is used, which is the case for some of Swedavia's vehicle leases.

The value of the liability is increased by the interest expenses and decreased by the lease payments for each period. The interest expense is calculated as the value of the liability multiplied by the discount rate.

The lease liability for Swedavia's premises with index-linked rent is calculated based on the rent in effect at the end of each reporting period. At that time, the liability is adjusted by the same amount as the adjustment in the carrying amount of the right-of-use asset. Similarly, the value of the liability and the asset is adjusted in conjunction with reassessment of the lease term. This occurs when the last cancellation date in the previously expected lease term for the lease of premises has passed or when significant events occur or circumstances change significantly in a way that is within Swedavia's control and affects the prevailing expected length of the lease term.

Swedavia presents right-of-use assets and lease liabilities as separate items in the statement of financial position.

For leases that have a lease term of twelve months or less or an underlying asset with a low value, less than SEK 50 T, no right-of-use asset or lease liability is recognised. Lease charges for these leases are recognised as a cost on a straight-line basis over the lease term.

As lessor, Swedavia determines on the commencement date of each lease whether the contract shall be classified as a finance or operating lease. In determining the classification, an overall assessment is made of whether the lease transfers substantially all economic risks and benefits associated with ownership of the underlying asset. If that is the case, the lease is a finance lease; otherwise it is an operating lease. As part of this assessment, Swedavia takes into consideration a number of indicators. Examples of such indicators are whether the lease term constitutes the major part of the remaining economic life of the asset or whether ownership of the underlying asset is transferred to the lessee when the lease expires.

When a leased asset is subleased, the main lease and the sublease are recognised as two separate leases. Swedavia classifies the sublease based on the right of use conveyed by the main lease, not based on the underlying asset. Swedavia has a small number of subleases, but none of the leases is material in nature.

Swedavia recognises lease charges from operating leases on a straight-line basis over the lease term as part of the item "Net revenue".

IMPAIRMENT LOSSES

On each balance sheet date, the Group analyses the carrying amounts of fixed assets and intangible assets to determine whether there is anything to indicate that these assets have decreased in value. If there is an indication of this, the replacement value is calculated in order to determine the value of any impairment loss.

In the valuation of the airports, a systems approach is applied. Since the airports included in the national basic airport infrastructure are operated as a system, integrated and mutually dependent, the individual airports have been valued according to their systemic useful life rather than based on recognised

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profit. Operating the airports as a system means that it is not possible to isolate cash flow related to individual airports included in the system on a meaningful basis. Therefore the system of airports included in Sweden's national basic infrastructure is treated as a single cash-generating unit.

An impairment loss is recognised in the income statement. If an impairment loss is reversed, it is done so only to the extent the carrying amount of the asset does not exceed the carrying amount, less depreciation, if no impairment loss had been made. A reversal of an impairment loss is recognised in the income statement. A reversal of an impairment loss is never recognised for goodwill.

MATERIALS AND SUPPLIES

Inventories are recognised at the lower of cost using the first-in first-out method or fair value. As a result, obsolescence risks are mitigated.

RECEIVABLES AND LIABILITIES IN FOREIGN CURRENCIES

Receivables and liabilities in foreign currencies have been translated at the exchange rate on the balance sheet date. Exchange rate differences for operating receivables and operating liabilities are included in the operating profit, while exchange rate differences for financial receivables and financial liabilities are recognised in financial items.

LIQUID ASSETS

Liquid assets comprise cash and banking holdings that are immediately available.

TRADE PAYABLES

Trade payables have short expected maturities and are recognised at their nominal amount with no discounting.

FINANCIAL INSTRUMENTS

Financial instruments that are not derivatives are recognised at cost plus or minus transaction costs, except for those financial instruments belonging to the category of financial asset or liability recognised at fair value through profit and loss. Derivative instruments are recognised at fair value; increases and decreases in value are recognised on an ongoing basis as income or expenses in other comprehensive income in cases where hedge accounting is appropriate. Financial assets and liabilities are measured at fair value based on their hierarchy level; see Note 20.

Financial assets and liabilities are offset and recognised as a net amount in the balance sheet when there is a legal right to offset and when the intention is to settle the items with a net amount or to realise the asset and settle the liability simultaneously.

On each balance sheet date, the company assesses whether there are objective indications that an impairment loss needs to be taken on a financial asset or group of financial assets on initial recognition. Impairment losses are calculated and recognised for financial assets that are measured at amortised cost and for financial assets valued at fair value through other comprehensive income. A provision for credit losses is calculated and recognised initially based on twelve months' expected credit losses. If the credit risk has increased significantly since the financial asset was first recognised, a provision for credit losses is calculated and recognised based on expected credit losses for the entire life of the asset. For trade receivables that do not include a significant financing component, a simplified method is applied and a provision for credit losses is calculated and recognised based on expected credit losses for the entire remaining life regardless of whether the credit risk has increased significantly or not. Swedavia bases its calculation of expected credit losses on a combination of historical data, based on customer type and due date, which are considered relative to future economic prospects. In addition, an assessment is made of customers' future financial ability to pay, based on market data, credit ratings and other financial information.

The carrying amount of assets after impairment losses is calculated as the present value of future cash flows discounted by the effective interest rate that applied when the asset was recognised for the first time. Assets with a short maturity are not discounted. An impairment loss is charged to the income statement. The asset is eliminated from the balance sheet in the event of bankruptcy.

FINANCIAL ASSETS MEASURED AT AMORTISED COST

The Group's financial debt instruments are classified using the business model for collecting contractual cash flows. This category includes loan receivables, trade receivables, receivables from associate companies and joint ventures, other receivables and liquid assets. Since these assets are classified according to the business model for collecting contractual cash flows, it is important

for the classification whether the financial asset is complex or not. Classification is determined through a test to decide whether the asset's cash flows consist only of repayment of the capital and interest. All assets except derivative instruments passed the test, which means they are classified as non-complex and are measured at amortised cost. Loan receivables and trade receivables with short maturities are measured at their nominal cost with no discounting. Trade receivables are recognised at the amount expected to be received less any expected credit losses that are assessed in terms of credit exposure based on forward-looking information and historical data; see Note 43.

FINANCIAL ASSETS MEASURED AT FAIR VALUE THROUGH PROFIT AND LOSS

In this category are derivatives with a positive value that are not subject to hedge accounting. Financial instruments in this category are measured on an ongoing basis at fair value through profit and loss.

FINANCIAL LIABILITIES MEASURED AT AMORTISED COST

Loans and other financial liabilities, apart from derivatives, are measured at amortised cost. Amortised cost is determined based on the effective interest rate calculated at the time the amount was borrowed. This means that discounts/premiums and the direct costs of share issues are allocated over the maturity of the loan. Trade payables have short expected maturities and are recognised at their nominal amount with no discounting. Non-current liabilities have an expected maturity of more than one year whereas current liabilities have a maturity of less than one year.

FINANCIAL LIABILITIES MEASURED AT FAIR VALUE THROUGH PROFIT AND LOSS

In this category are derivatives with a negative value that are not subject to, nor fulfil the criteria for, hedge accounting. Financial instruments in this category are measured on an ongoing basis at fair value through profit and loss.

CLASSIFICATION AND RECOGNITION OF HYBRID BONDS

Financial instruments issued by the company are recognised either as a liability or equity, based on whether there is any contractual obligation to settle the contract in cash or another financial asset.

Swedavia AB (publ) has issued hybrid bonds with a perpetual maturity, and the company is entitled to defer interest payments for an indeterminate period provided that the hybrid bond holders are informed within the agreed period. The hybrid bonds are classified on initial recognition as equity in accordance with IAS 32 "Financial instruments: Presentation". Transaction costs related to the hybrid bonds are recognised in equity. Interest on the hybrid bonds is recognised as a liability at the time there is a contractual obligation to pay interest, decreasing unrestricted equity. If the company calls the hybrid bonds for redemption, a liability is recognised at the time there is a contractual obligation to redeem the bonds, and there is a decrease in the hybrid bonds recognised as unrestricted equity.

HEDGE ACCOUNTING

GENERAL

The Group identifies some derivatives as a hedge of a given risk which is connected to a recognised liability or a very likely forecast transaction (cash flow hedge).

The Group uses derivative instruments to limit exposure to the negative effect of financial fluctuations on the Group's income statement, balance sheet and cash flow.

When the transaction is entered into, the relationship between the hedging instrument and the hedged item is analysed and assessed against the Group's risk management objectives for hedging. The analysis is documented at the inception of the hedge and on a continuous basis, to ensure that the derivative instruments used in hedging transactions are effective in evening out changes in fair value or changes in cash flow for hedged items. Gains and losses on hedges are recognised in profit for the year at the same time the gains and losses on the items hedged are recognised.

CASH FLOW HEDGING

To hedge interest rate risk for likely forecast interest cash flows related to loan liabilities at variable interest rates, interest rate swaps – in which the company receives a variable rate and pays a fixed rate – are used. Interest rate swaps are recognised at fair value on the balance sheet, with changes in value recognised in other comprehensive income. The interest coupon portion is recognised directly in profit for the year as part of interest expenses. Unrealised changes in fair value on the interest rate swaps are recognised in other comprehensive income and are included

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in the hedge reserve until the hedged item affects profit for the year and as long as the criteria for hedge accounting and effectiveness are fulfilled. The gain or loss related to the non-effective portion of unrealised value changes on the interest rate swaps is recognised in profit and loss.

Hedge accounting has also been applied for commodity and currency derivatives. Currency derivatives are used mainly to lock in the exchange rate for future flows of foreign currencies, which arise mostly in conjunction with investments and with electricity trading. Commodity derivatives are used to hedge the risk of electricity prices that arises in the Group's business operations. Changes in the fair value of these derivative instruments are recognised in other comprehensive income and are accumulated in the hedge reserve under equity. The accumulated gains or losses in the hedge reserve are reclassified to the income statement in the same period that the hedged item affects profit. When a hedging instrument or hedging relationship is terminated but the hedged transaction is still expected to occur, the accumulated gains and losses in the hedge reserve remain and are recognised in profit for the year when the contracted or projected transaction is recognised in the income statement. However, if the hedged transaction is no longer expected to occur, the accumulated gains and losses in the hedge reserve are immediately reclassified to profit or loss.

PROVISIONS

RESTORATION RESERVE

In conformity with the Group's published environmental principles and applicable legal requirements, a provision to restore contaminated assets shall be recognised when the asset is contaminated.

RESTRUCTURING RESERVE

A provision is recognised when a detailed restructuring plan has been adopted and the restructuring has either begun or been publicly announced.

OTHER PROVISIONS

Other provisions consist of provisions related to estimated amounts for disputes, onerous contracts, social security funds and other commitments. A provision for onerous contracts is recognised when the expected economic benefits the Group expects to receive from a contract are lower than the unavoidable costs of fulfilling the terms of the contract.

CONTINGENT LIABILITIES

Swedavia has potential commitments linked to environmental requirements, where obligations relate to events after the company was formed.

EARNINGS PER SHARE

Earnings per share before and after dilution are calculated based on profit for the year attributable to the Parent Company's owner and the weighted average number of shares during the year. In calculating earnings per share before and after dilution, profit for the year is adjusted for transaction costs and interest expenses attributable to hybrid bonds.

EMPLOYEE BENEFITS

SHORT-TERM BENEFITS

Short-term employee benefits are calculated on an undiscounted basis and recognised as a cost when the related services are provided.

PENSIONS

In the Group, there are both defined contribution and defined benefit pension plans, which are recognised in the following ways.

DEFINED CONTRIBUTION PENSION PLANS

Defined contribution pension plans are classified as plans for which the company's obligation is limited to the contributions the company has committed to pay. The size of the employee's pension depends on the contributions the company pays into the plan or to an insurance company and the return on capital generated by the contributions. Consequently, the employee bears the actuarial risk and the investment risk. The company's obligations concerning contributions to defined contribution plans are recognised as a cost in profit for the year at the rate they are vested by the employee providing services to the company during a period.

DEFINED BENEFIT PENSION PLANS

Defined benefit plans are post-employment benefit plans other than defined contribution plans. The Group's obligation concerning defined benefit plans is calculated separately for each plan by estimating the employee's future benefits vested through their employment for both the current and future periods. The benefit is discounted to present value, and the discount rate is the yield on the balance sheet date for an investment-grade corporate bond, including mortgage-backed securities, with a maturity corresponding to the Group's pension obligations. The calculation is made by a licensed actuary.

The interest expense for the defined benefit obligation is recognised in profit for the year from financial items. The interest expense is based on the interest arising from discounting the obligation. Other components are recognised in operating profit.

Revaluation effects consist of actuarial gains and losses and are recognised in other comprehensive income. Changes or reductions in a defined benefit plan are recognised at the earlier of the following: a) when the change in the plan or reduction takes place or b) when the company recognises related restructuring costs and employee benefits upon termination. Changes/reductions are recognised directly in profit for the year. Employee pension tax is included in the actuarial assumptions and thus recognised as part of the obligation.

TERMINATION BENEFITS

A cost for benefits in conjunction with the termination of staff is recognised at the earliest point at which the company can no longer rescind its offer to employees or when the company recognises costs for restructuring. The benefits expected to be paid within twelve months are recognised at their present value. Benefits not expected to be paid in full within twelve months are recognised in long-term employee benefits.

PARENT COMPANY ACCOUNTING PRINCIPLES

The Parent Company prepares its financial reports in conformity with Sweden's Annual Accounts Act (1995:1554) and the Swedish Swedish Corporate Reporting Board's recommendation RFR 2 "Accounting for legal entities". The differences between the consolidated and Parent Company accounting principles are presented below. The accounting principles specified for the Parent Company have been applied consistently in all the periods presented in the Parent Company's financial reports.

NEW ACCOUNTING PRINCIPLES

The Parent Company's accounting principles are unchanged compared with the annual report for 2022.

GROUP CONTRIBUTIONS AND DIVIDENDS

Group contributions received and paid are recognised as appropriations. Dividends from subsidiaries are recognised in profit for the year under profit from financial items from holdings in Group companies.

INTANGIBLE ASSETS

The Parent Company recognises goodwill from the acquisition of assets that have an expected useful life of 20 years. Useful life reflects the company's estimate of the period during which future economic benefits that goodwill and other intangible assets represent will flow to the company. Straight-line amortisation is applied over the expected useful life of the asset.

LEASES

The Parent Company does not apply IFRS 16, in accordance with the exemption contained in RFR 2. As a lessee, Swedavia recognises lease charges as an expense on a straight-line basis over the lease term, so rights of use and lease liabilities are not recognised on the balance sheet. The contracts in which the Parent Company constitutes the lessor are recognised as operating leases.

ASSOCIATE COMPANIES AND JOINT VENTURES

Holdings in associate companies and joint ventures are recognised in the Parent Company using the cost method. Dividends received are recognised in the income statement. In cases where joint ventures are limited partnerships, the value of the holding is adjusted by the value of the Parent Company's share of the limited partnership's net profit.

GROUP COMPANIES

Holdings in Group companies are recognised in the Parent Company using the cost method. The recognised value of holdings in a limited partnership changes annually with the Parent Company's share of the limited partnership's net profit and by any withdrawals or contributions made during the year.

EQUITY

Equity is divided between unrestricted and restricted reserves in accordance with the Annual Accounts Act. Shareholder contributions paid are recognised by the donor as an increase in holdings in Group companies. The recipient recognises the contribution as unrestricted equity.

UNTAXED RESERVES

In the Parent Company, untaxed reserves are recognised in their entirety without being divided between equity and deferred taxes.

FINANCIAL INSTRUMENTS

The Parent Company does not apply IFRS 9; financial instruments are instead recognised based on

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their cost in conformity with the Annual Accounts Act. This means that non-current financial assets are recognised at cost less any impairment loss, and current financial assets are measured based on the lowest value principle.

Interest rate swaps are recognised at cost and accrued interest.

PENSIONS

The Parent Company complies with the statutes in the Swedish Pension Obligations Vesting Act and the instructions of the Swedish Financial Supervisory Authority as this is a requirement for making tax deductions. The most significant differences compared with reporting in the consolidated financial statements, and thereby with the regulations in IAS 19, are the way the discount rate is determined, with the calculation of the defined benefit obligation based on the current salary level without any assumption of future salary increases, and actuarial gains and losses are recognised in the income statement. The Parent Company's total commitments for defined benefit pensions are covered by credit insurance with FPG/PRI.

CLIMATE-RELATED ISSUES

Swedavia considers climate-related issues in its estimations and assumptions where appropriate. These issues primarily relate to the risks identified in the analysis according to the Task Force on Climate-related Disclosures (TCFD). For a more detailed description, see page 128 in Swedavia's sustainability report. Although the Group believes that its business model will be viable after the transition to a climate-friendly economy, climate-related issues increase the uncertainty in the estimates and assumptions behind several of the items reported in the financial items.

Climate-related risks are not currently considered to have a significant impact on Swedavia's financial reporting. However, the Group closely monitors relevant changes and developments, such as new climate legislation and changes in customer behaviour. The items in the financial statements that Swedavia believes may be the most affected by climate-related issues are as follows:

FIXED ASSETS

When reviewing the expected useful lives, residual values and impairment needs of fixed assets, the Group considers climate-related issues, such as climate regulations that may restrict the use of assets or require significant investments. For a more detailed description of the Group's assessment, see Note 15, Fixed assets.

GOODWILL

A number of factors can potentially affect Swedavia's calculation of the value in use of goodwill, primarily transition risks, such as changes in customer behaviour, and climate-related regulation. For more information on assessments related to the Group's valuation of goodwill, see Note 14, Intangible assets.

PROVISIONS

Among other factors, the effects of climate-related regulation are taken into account when estimating the timing and future costs of the Group's provisions. Climate-related issues mainly concern provisions for the restoration of identified environmental damage.

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NOTE 2 Significant judgements and estimates

In the preparation of the financial reports in accordance with IFRS, the company's management is required to make judgements and estimates as well as assumptions that affect application of the accounting principles and the carrying amounts of assets, liabilities, revenue and costs. Estimates and assumptions are based on historical experience and a number of other factors that seem reasonable under prevailing conditions. The actual outcome may differ from previous estimates and judgements. Estimates and assumptions are reviewed on a regular basis. Changes in estimates are recognised in the period the change is made if it only affected that period, or in the period the change is made and future periods if the change affects both the current and future periods.

Below is a description of the areas that are materially affected by judgements and estimates.

MEASUREMENT OF GOODWILL

Goodwill is allocated to the Airport Operations segment and tested for impairment at least annually. The recoverable amount is determined based on calculations of value in use. These calculations are based on estimated cash flows in the business plan adopted and forecasts. Significant assumptions in determining the value in use are passenger trends, future interest rates and cost trends. See also Note 14.

MEASUREMENT OF PENSION LIABILITY

Defined benefit pension obligations were taken over in conjunction with the division of operations at LfV and the formation of Swedavia. The assumption consists of the present value of expected future payments and is determined annually by independent actuaries. The size of the provision is affected by assumptions about the discount rate, which is assigned based on the duration, and inflation, which is assigned based on market expectations. See also Note 35.

OTHER

The management makes significant estimates and judgements concerning new construction in progress, which includes among other things whether costs incurred such as the company's own time and loan expenses can be capitalised, completion times, periods of use and future values in use. The management's best judgement is taken into consideration in conjunction with the recognition of disputed amounts since legal procedures and disputes are unpredictable by nature.

NOTE 3 Segment reporting

An operating segment is defined as a part of the Group that carries out business operations from which it can generate revenue and costs, whose operating profit is regularly examined by the company's highest executive officer and for which there is independent financial information. The highest executive decision-maker at Swedavia is identified as the president and CEO of the Parent Company. Swedavia's operations are organised and run as two operating segments, Airport Operations and Real Estate.

— **Airport Operations** owns, operates and develops Swedavia's airports. Most revenue consists of passenger-related revenue.

— **Real Estate** owns, develops and manages properties and developable land at and in the vicinity of Swedavia's airports. Most revenue consists of revenue from properties.

The basis of segment reporting is internal reporting. Capitalisation of interest on loans under IAS 23, IFRS 16 "Leases" and revaluation of biological assets and financial instruments at fair value are not monitored at segment level but are instead handled at Group level and are included with eliminations of intra-Group items under "Eliminations/adjustments".

The accounting principles otherwise conform to those applied in the consolidated financial accounts.

Income statement Jan–Dec ¹⁾	Airport Operations		Real Estate		Eliminations/adjustments		Group	
	2023	2022	2023	2022	2023	2022	2023	2022
Net revenue	5,901	4,824	37	40	–8	–18	5,931	4,846
Other operating income	45	–392	–	43	–	0	45	–349
Own work capitalised	133	121	–	–	–	–	133	121
Operating costs	–5,072	–4,155	–59	–55	164	171	–4,968	–4,038
Depreciation, amortisation and impairment losses	–1,318	–1,226	–24	–22	–116	–114	–1,458	–1,363
Operating income	–312	–828	–46	7	40	38	–318	–783
Profit from holdings in associate companies and joint ventures	–	–	52	72	–	–	52	72
Profit from holdings in subsidiaries	25	700	–	–	–25	–700	–	–
Financial income	83	35	–	–	–30	–11	53	24
Financial expenses	–347	–199	–21	–9	71	26	–296	–182
Group contribution	23	48	–23	–48	–	–	–	–
Profit before tax	–528	–244	–38	21	56	–647	–509	–870
Tax	172	171	1	1	–17	–11	156	161
Profit for the year	–356	–73	–37	22	39	–658	–353	–709
Other segment information								
Profit from holdings in associate companies and joint ventures	–	–	52	72	–	–	52	72
Investments	1,974	1,798	36	16	–	–	2,010	1,814
Gain/loss from sale of shares, holdings and operations	–	–	–	43	–	–	–	43
Restructuring costs	6	6	–	–	–	–	6	6
Impairment losses/disposals	130	22	–	–	–	–	130	22

Balance sheet, as of December 31 ¹⁾	Airport Operations		Real Estate		Eliminations/adjustments		Group	
	2023	2022	2023	2022	2023	2022	2023	2022
Non-current assets	21,978	21,100	1,565	1,632	791	1,047	24,334	23,778
Current assets	3,438	3,557	121	144	–1,176	–1,191	2,383	2,509
Total assets	25,416	24,656	1,686	1,776	–385	–144	26,717	26,288
Equity	10,945	10,461	607	685	–340	–62	11,212	11,084
Liabilities	14,470	14,195	1,079	1,091	–45	–82	15,505	15,204
Total equity and liabilities	25,416	24,656	1,686	1,776	–385	–144	26,717	26,288

¹⁾ One customer accounted for 15 per cent (14) of the Group's revenue in 2023, equal to SEK 890 M (701)

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NOTE 4 Net revenue**PERFORMANCE OBLIGATIONS**

Swedavia's revenue from contracts with customers consists of revenue from Aviation Business, Commercial Services and Other net revenue. Independently determined sales prices are used for all performance obligations. Discounts provided have reduced net revenue. Trade receivables are non-interest-bearing assets usually with 30-day payment terms. Trade receivables in 2023 were higher compared with the previous year as a result of the current market situation. Information about the Group's performance obligations is summarised below:

AVIATION BUSINESS

Revenue from Aviation Business consists of Passenger-related revenue, Aircraft-related revenue, Externally regulated charges, Ground Handling and Other ancillary services. This revenue is related to the provision of infrastructure aimed at airlines and ground handling companies for take-off and landing and is recognised in conjunction with airlines and ground handling companies using Swedavia's range of services on offer – in other words, when there is a departure from one of Swedavia's airports. Discounts given have reduced net revenue in the same period the revenue is generated. Revenue is invoiced after the performance obligation has been completed.

COMMERCIAL SERVICES

Revenue from Commercial Services consists of revenue from Parking & Entry, Retail, Food & Beverage, Property Revenue, Advertising and Other Commercial Services. This revenue is related to services associated with the airports such as the leasing of premises, parking operations and the provision of advertising space. Revenue from Parking & Entry is recognised in conjunction with the parking customer using the parking space. Advertising revenue consists of the sale of advertising space, and revenue is recognised during the period of use. Property Revenue and Other Commercial Products consist of the sale of energy and telecom services, which are recognised when the service is provided. Discounts given have reduced net revenue in the same period the revenue is generated.

OTHER NET REVENUE

Revenue under "Other net revenue" is recognised on delivery and consists of revenue from goods sold and services provided that are included in the company's regular operations but that are not related to revenue from Aviation Business

Revenue by source ¹⁾	Airport Operations		Real Estate		Eliminations/ adjustments		Group	
	2023	2022	2023	2022	2023	2022	2023	2022
Aviation Business								
Passenger-related revenue	1,543	1,278	—	—	—	—	1,543	1,278
Aircraft-related revenue	714	585	—	—	—	—	714	585
Externally regulated charges	984	781	—	—	—	—	984	781
Ground handling	257	208	—	—	—	—	257	208
Other ancillary services	183	143	—	—	—	—	183	143
Total Aviation Business	3,681	2,995	—	—	—	—	3,681	2,995
Commercial Services								
Parking & Entry	854	716	—	—	—	—	854	716
Retail, Food & Beverage	674	500	—	—	—	—	674	500
Property revenue	488	438	35	32	-12	-13	511	457
Advertising	95	83	—	—	—	—	95	83
Other commercial products	82	67	2	8	-5	-12	79	63
Total Commercial Services	2,192	1,804	37	39	-17	-24	2,212	1,819
Other net revenue	29	25	0	1	9	6	38	32
Total net revenue	5,901	4,824	37	40	-8	-18	5,931	4,846
Of which revenue for contracts with customers	4,985	4,098	14	21	-8	-19	4,991	4,100
Of which not revenue for contracts with customers	917	726	23	19	0	0	940	745

1) Swedavia's geographic market is Sweden. Swedavia's airports are run, consolidated and reported internally as a single integrated airport system. During the year, revenue from contracts with customers under IFRS 15 totalled SEK 4,991 M (4,100), which pertains to total net revenue as of December 31, apart from revenue in Retail, Food & Beverage of SEK 674 M (500) and some Property Revenue of SEK 266 M (245). For the full year, revenue under IFRS 16 totalled SEK 940 M (745), with SEK 917 M (726) of this attributable to the Airport Operations segment and SEK 23 M (19) to the Real Estate segment.

or Commercial Services. Discounts given have reduced net revenue in the same period the revenue is generated. Revenue is invoiced after the performance obligation has been completed.

CONTRACT BALANCES

Contract assets and contract liabilities arise in conjunction with customer invoicing and are reclassified as trade receivables upon invoicing. Contract assets consist of the right to receive payment for performance completed when the service has been transferred to the customer. Contract liabilities consist of the customer's right to be provided with a performance obligation by Swedavia – in other words, if payments are made prior to completion of the performance obligation – as well as the right to receive volume discounts in accordance with the contract.

Contract assets and contract liabilities from contracts with customers:

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Contract assets	91	74	91	74
Contract liabilities	239	110	239	110

Impairment losses recognised on any contract assets arising from contracts with customers totalled SEK 0 M (0) during the year.

	Group	
	2023	2022
Revenue recognised in the reporting period that was included in the contract liability balance at the beginning of periods	74	104
Revenue recognised during the reporting period from performance obligations satisfied in previous periods	110	22

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NOTE 5 Related party transactions

Related party transactions involve transactions with State-owned companies, government agencies or operations that conduct business in which the Swedish State has a controlling interest. Related parties also include companies over which Swedavia may exercise a controlling interest or significant influence in terms of operating and finance decisions made; for transactions with these, see the table below. For details of Swedavia AB's receivables from and liabilities to associate companies and joint ventures, see Note 28. Shares in Group companies are specified in Note 27, "Holdings in Group companies" and in Note 26, "Holdings in associate companies and joint ventures". For details of non-current receivables from the Swedish Transport Administration related to the restoration reserve for estimated future expenditures to remedy identified historical environmental damage, see Note 25, "Other non-current receivables" and Note 36, "Other provisions". Transactions are carried out on market terms, and operations are subject to competition. Related parties that are physical persons are defined as executive officers, Board members and immediate family members of such persons. For information about remuneration to executive officers and Board members, see Note 8, "Employees and staff expenses". There are no securities pledged by or contingent liabilities from Swedavia for executive officers or Board members.

	Group		Parent Company	
	2023	2022	2023	2022
Sale of goods and services				
Subsidiaries	—	—	17	16
Associate companies and joint ventures	46	46	46	46
Total sale of goods and services	46	46	63	62
Sale (+)/purchase (-) of immovable property or other assets				
Subsidiaries	—	—	—	-7
Associate companies and joint ventures	—	—	—	—
Total sale (+)/purchase (-) of immovable property or other assets	—	—	—	-7
Purchases of goods and services				
Subsidiaries	—	—	9	6
Associate companies and joint ventures	5	17	5	17
Total purchases of goods and services	5	17	14	23
Other				
Subsidiaries, net interest	—	—	21	9
Subsidiaries, dividends	—	—	25	700
Associate companies and joint ventures, dividends	90	79	—	—
Total other	90	79	46	709
Receivables				
Subsidiaries	—	—	1,037	1,061
Associate companies and joint ventures	8	11	8	11
Total receivables	8	11	1,046	1,072
Liabilities				
Subsidiaries	—	—	104	109
Associate companies and joint ventures	0	33	0	33
Total liabilities	0	33	104	142

TRANSACTIONS WITH THE SWEDISH STATE

Swedavia AB is wholly owned by the Swedish State. The products and services of the Swedavia Group are provided to the Swedish State, government agencies and State-owned companies (hereinafter referred to as other related parties) in competition with other suppliers on commercial terms. Similarly, Swedavia AB and its Group companies purchase products and services from government authorities and State-owned companies at market prices and on commercial terms. Costs for other related parties consist mostly of the purchase of meteorological services, charges to government authorities and air traffic services, which are largely included in the costs covered via remuneration from the Swedish Transport Agency for security screening and parts of air traffic services. The Group's sale of goods and services to other related parties totalled SEK 1 125 M (836), of which SEK 36 M (37) was attributable to compensation from the Swedish Transport Administration for the remediation of historical environmental damage. Purchases of goods and services from other related parties amounted to SEK 327 M (267). In 2023, Swedavia received government grants totalling SEK 14 M (28), with SEK 14 M of this for electricity aid (—), SEK — M (20) for restructuring aid and SEK 0 M (8) for rent concessions. Transactions with the Swedish State related to taxes and payroll fees have not been included.

Receivables and liabilities for subsidiaries pertained mostly to bank deposits and other receivables while liabilities for subsidiaries consisted of interim balances and invoice balances.

Receivables and liabilities for associate companies and joint ventures pertained mostly to invoice balances.

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NOTE 6 Other operating income

	Group		Parent Company	
	2023	2022	2023	2022
Other operating income				
State aid	25	-409	25	-409
Capital gains	—	43	—	—
Other	20	17	20	17
Total	45	-349	45	-392

State aid in 2023 refers to electricity support received, which amounted to SEK 14 M (—), and grants from the EU's research and development funding programmes to SEK 11 M (12). State aid for 2022 also refers to provisions for the anticipated repayment of restructuring aid of SEK -441 M and restructuring aid received of SEK 20 M. Capital gains in the previous year refer to the sale of subsidiaries. Other includes gains from the sale of equipment, machinery and land, SEK 7 M (8) and exchange rate differences, SEK 4 M (5).

NOTE 7 Remuneration and reimbursements to auditors

	Group		Parent Company	
	2023	2022	2023	2022
KPMG				
Auditing assignments	3	3	3	3
Other assignments	0	1	0	1
Total	4	4	4	4

Auditing assignments refers to the statutory auditing of the Annual and Sustainability Report and the accounting and the administration of the Board of Directors and the CEO as well as auditing and other reviews performed in accordance with agreements or contracts. This includes other duties incumbent upon the company's auditor as well as advice or other assistance stemming from observations made during such audits or the performance of such other duties.

Other assignments refers to advice on accounting issues as well as advice on processes and internal control. Audit expense pertains to the accrued expense for the financial year that the audit is for.

KPMG was re-elected auditor at the Annual General Meeting 2023.

NOTE 8 Employees and staff expenses

Average number of employees, Sweden	2023		2022	
	Total	Share of women, %	Total	Share of men, %
Parent Company	2,603	34	2,364	33
Group	2,603	34	2,364	33

Distribution of executive officers	2023		2022	
	Total	Share of women, %	Total	Share of men, %
Group				
Board members	9	44	9	56
Other executive officers, including the CEO	10	50	11	45

Salaries, other benefits and payroll taxes, SEK M	Group		Parent Company	
	2023	2022	2023	2022
Salaries and other benefits				
Board of Directors	2	2	2	2
CEO and executive officers	25	23	24	23
Other employees	1,253	1,103	1,254	1,103
Total	1,280	1,128	1,280	1,128
Payroll taxes	581	503	373	540
of which pension expenses, including employee pension tax for CEO and executive officers	9	8	9	8
of which pension expenses, including employee pension tax for other employees	148	128	-60	165
Other staff-related expenses	42	32	42	32
Total staff expenses	1,903	1,664	1,695	1,701

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Board remuneration 2023, SEK T	Board fee	Audit committee	Remuneration Committee	Other benefits
Chair of the Board				
Åke Svensson	479	—	26	—
Board members				
Nina Linander	239	46	—	—
Lotta Mellström ¹⁾	—	—	—	—
Peter Blomqvist ²⁾	—	—	—	—
Lars Mydland	239	—	—	—
Lottie Svedenstedt	239	—	20	—
Tor Claussen	239	27	—	—
Eva Nygren	239	—	—	—
Per Sjödel	239	—	20	—
Annica Ånäs	239	—	—	—
Total	2,150	72	66	—

1) Lotta Mellström stepped down from the Board of Directors in connection with the Annual General Meeting on April 28, 2023.

2) Peter Blomqvist was elected as a new member of the Board of Directors at the Annual General Meeting on April 28, 2023.

Board remuneration 2022, SEK T	Board fee	Audit committee	Remuneration Committee	Other benefits
Chair of the Board				
Åke Svensson ¹⁾	467	8	25	—
Board members				
Nina Linander	233	44	—	—
Lotta Mellström	—	—	—	—
Lars Mydland	233	—	—	—
Lottie Svedenstedt	233	—	20	—
Tor Claussen ²⁾	233	17	—	—
Eva Nygren	233	—	—	—
Per Sjödel	233	—	20	—
Annica Ånäs	233	—	—	—
Total	2,095	69	65	—

1) Per Sjödel was elected to the Remuneration Committee at the statutory Board meeting on April 28, 2021.

2) Tor Clausen was elected to the Finance and Audit Committee at the statutory Board meeting on April 25, 2022.

Remuneration to the Board is based on the fees adopted by the AGM, with one twelfth of the annual fee paid monthly. The fees are adopted at the AGM in April and are in effect until the next AGM. For administrative reasons, it means that the fee is for the period May 1–April 30. This overview gives an account of what was paid during a single calendar year, which may entail different remuneration levels for different parts of the calendar year.

GUIDELINES FOR BOARD REMUNERATION

Swedavia follows the State's guidelines for Board remuneration. A fee is paid to the Chair of the Board and Board members based on a decision at the AGM on April 28, 2023. No pension contribution is paid for Board members. No remuneration is paid to Board members who are employed by the Swedish Government Offices. No Board fee is paid to employee representatives or their deputies. No Board fee is paid to Board members in any subsidiary since all members are employees of companies in the Swedavia Group.

Remuneration to members of the Finance and Audit Committee is based on a decision taken at the AGM held on April 28, 2023. Since the statutory Board meeting on April 28, 2023, the Finance and Audit Committee consists of Board member Nina Linander as committee chair and Board members Tor Clausen and Peter Blomqvist as committee members. Lotta Mellström left the Board of Directors in connection with the Annual General Meeting on April 28, 2023, and also left the Finance and Audit Committee at the same time.

Remuneration to the Remuneration Committee is based on a decision taken at the AGM held on April 28, 2023. Since the statutory Board meeting on April 28, 2023, the Remuneration Committee consists of Board Chair Åke Svensson as committee chair and Board members Peter Blomqvist, Per Sjödel and Lottie Svedenstedt as committee members, with Robert Olsson as employee representative. Lotta Mellström left the Board of Directors in connection with the Annual General Meeting on April 28, 2023, and also left the Remuneration Committee at the same time.

Remuneration to executive officers ¹⁾ 2023, SEK T		Basic salary	Other benefits ²⁾	Pension costs	Total remuneration	Employer's period of notice of termination + number of months' severance pay
President and CEO	Jonas Abrahamsson	5,759 ²⁾	13	1,692	7,464	6 + 12
Director of Projects	Johan Bill	2,379	15	700	3,094	6 + 6
Chief Legal Officer	Anna Bovaller	1,667	6	461	2,134	6 + –
Chief Financial Officer	Kristina Ferenius ³⁾	1,224	1	360	1,585	6 + 6
Chief Operating Officer, International Airports	Peder Grunditz	2,342	15	683	3,040	6 + 6
Director of Strategic Initiatives & Innovation	Fredrik Jaresved	1,633	5	410	2,048	6 + 6
Acting Chief Financial Officer	Ove Johansson ⁴⁾	292	2	72	365	6 + –
Chief Commercial Officer	Charlotte Ljunggren	2,425	7	675	3,107	6 + 6
Director of Regional Airports	Susanne Norman	1,830	4	468	2,301	6 + 6
Chief Financial Officer	Mats Pålson ⁵⁾	851	7	248	1,106	6 + 6
Director of Facilities and Systems	Ali Sadeghi	2,277	0	675	2,953	6 + 6
Director of Business Support	Marie Wiksborg	2,041	3	563	2,606	6 + 6
Total		24,719	78	7,007	31,804	

1) Remuneration has been recognised based on the period that each executive officer was part of the executive management team. Recognised remuneration consists of monthly salary, additional salary where applicable, holiday pay and holiday supplement. Pension expense includes a premium for supplementary health insurance.

2) The amount includes a market salary adjustment as of

January 1, 2023.

3) Kristina Ferenius took up the position of Chief Financial Officer on July 1, 2023.

4) During the period May 1 to June 30, 2023 inclusive, Ove Johansson was acting Chief Financial Officer and was co-opted to the executive management pending a new executive officer assuming the position.

5) Mats Pålson was a member of the executive management team until April 30, 2023, when he left the executive management and Swedavia.

6) Benefits consist primarily of benefits in the form of parking, public transport allowances and health insurance.

Remuneration to executive officers ¹⁾ 2022, SEK T		Basic salary	Other benefits ²⁾	Pension costs	Total remuneration	Employer's period of notice of termination + number of months' severance pay
President and CEO	Jonas Abrahamsson	4,673 ²⁾	4	1,390	6,067	6 + 12
Director of Projects	Johan Bill	2,288	15	687	2,990	6 + 6
Chief Legal Officer	Anna Bovaller	1,618	3	442	2,063	6 + –
Chief Operating Officer, International Airports	Peder Grunditz ⁴⁾	2,074	13	565	2,651	6 + 6
Acting Chief Commercial Officer	Christina Hiller ³⁾	262	3	55	320	3 + –
Director of Strategic Initiatives & Innovation	Fredrik Jaresved	1,553	4	390	1,947	6 + 6
Chief Commercial Officer	Charlotte Ljunggren ⁴⁾	2,274	4	659	2,937	6 + 6
Director of Regional Airports	Susanne Norman	1,646	3	422	2,071	6 + 6
Director of Facilities and Systems	Caroline Ottoson ⁵⁾	1,129	5	330	1,464	6 + 6
Chief Financial Officer	Mats Pålson	2,513	3	742	3,258	6 + 6
Director of Facilities and Systems	Ali Sadeghi ⁶⁾	900	0	270	1,170	6 + 6
Acting Director of Facilities and Systems	Elisabeth Svedberg ⁷⁾	215	1	48	264	6 + –
Director of Business Support	Marie Wiksborg	1,979	3	546	2,528	6 + 6
Total		23,123	61	6,545	29,729	

1) Remuneration has been recognised based on the period that each executive officer was part of the executive management team. Recognised remuneration consists of monthly salary, additional salary where applicable, holiday pay and holiday supplement. Pension expense includes a premium for supplementary health insurance.

2) The amount includes a market salary adjustment as of August 1, 2022.

3) Christina Hiller assumed the position of acting Chief Commercial Officer on June 15, 2022, and has been a co-opted member of the executive management team since October 18, 2022.

4) Due to the absence of the normal post-holder, Charlotte Ljunggren assumed the position of acting Chief Operating Officer, International Airports during the period June 15 to August 15, 2022 inclusive. Charlotte Ljunggren also served

as acting Head of Stockholm Airports/Airport Director of Stockholm Arlanda Airport during the period June 15 to December 31, 2022 inclusive. Charlotte Ljunggren represented the Marketing & Sales Business unit on the executive management team until October 17, 2022.

5) Caroline Ottoson stepped down from her position as Director of Facilities and Systems and from the executive management team on June 9, 2022, and then assumed a

REMUNERATION TO EXECUTIVE OFFICERS

Executive officer refers to the people who together with the chief executive officer (CEO) constitute the company's executive management and report directly to the CEO. The executive management is appointed by the CEO.

Remuneration to the CEO and Head of Internal Auditing is decided by Swedavia's Board of Directors, following preparation of the matter in the Remuneration Committee. The CEO determines remuneration for other executive officers following preparation of the matter in the Remuneration Committee.

The Board's proposed guidelines for remuneration and other terms of employment for the company's executive management stipulate that Swedavia AB (publ) shall strive for remuneration and terms of employment that are competitive and well balanced. Remuneration shall be characterised by reasonableness and transparency and shall contribute to good ethics and corporate culture. Remuneration shall not be such that salaries are higher relative to comparable companies but shall instead be characterised by moderation.

For matters concerning remuneration and other terms of employment, Swedavia applies the principles adopted in its Guidelines for Remuneration and Other Terms of Employment for Executive Officers. These are based on the Swedish Government's "Principles for Remuneration and Other Terms of Employment for Executive Officers in Companies under State Ownership" adopted on February 27, 2020. The guidelines shall result in remuneration that is competitive, capped, reasonable and appropriate. The principle is a fixed basic salary, which means there can be no incentive programmes or other types of variable pay for executive officers.

position outside the company.

6) Ali Sadeghi assumed the position of Director of Facilities and Systems on August 1, 2022.

7) During the period June 10 to July 31, 2022 inclusive, Elisabeth Svedberg served as acting Director of Facilities and Systems, pending a new executive officer assuming the position.

8) Benefits consist primarily of benefits in the form of parking, public transport allowances and health insurance.

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Swedavia
Annual & Sustainability Report 2023↓ [Download PDF to print](#)**PENSIONS**

A pension provision of 30 per cent of fixed salary is made as a premium-based pension for the CEO. Pension provisions are made for other executive officers in accordance with the ITP 1 defined contribution plan with the exception of the Chief Commercial Officer, who has an agreement for a premium-based pension which includes a provision equivalent to 30 per cent of that person's fixed salary. One executive officer, whose employment was transferred from LFV to Swedavia on April 1, 2010, is also covered by an age-related graduated pension premium for the ITP 1 plan determined through a collective bargaining agreement. For other executive officers, who are not covered by the graduated pension premium for ITP 1, a pension provision in addition to the defined contribution pension for the ITP 1 plan has been agreed. However, these pension benefits do not exceed the Swedish State's guidelines in effect at any time. The retirement age for the CEO and other executive officers is 65.

TERMINATION AND SEVERANCE PAY

For notice of termination given by the company, the period of notice of termination and severance pay are specified in the table. Severance pay is equal to a fixed salary. If a person assumes a new position, is given another additional salaried assignment or earns income from some business activity, termination pay and the severance package shall be reduced by an amount equal to the new income during the period in question. Severance pay is not pensionable income and is not subject to holiday pay. The CEO and other executive officers have a mutual notice period of six months, except for one executive officer who is required to give four months' notice of termination. All executive officers are entitled to all applicable employment benefits during the notice period.

OTHER EMPLOYEES

Employees in the Swedavia Group receive remuneration in the form of a fixed basic salary, a fixed hourly wage, benefits and pension provision in accordance with collective bargaining agreements. For some age groups whose employment was transferred from LFV to Swedavia on April 1, 2010, there is also an age-related graduated pension premium for the ITP 1 plan as determined through a collective agreement. As a supplement to their fixed basic salary, advertising sales representatives also have a variable portion of their salary that is commission-based, which is capped.

NOTE 9 Depreciation, amortisation and impairment losses on fixed assets and intangible assets

Depreciation and amortisation	Group		Parent Company	
	2023	2022	2023	2022
Goodwill	—	—	25	25
Other intangible assets	60	62	60	62
Buildings and land	449	371	443	368
Investment properties	21	19	—	—
Field structures	280	257	278	256
Electrical installations, vehicles and equipment	639	634	527	521
Sub-total	1,448	1,343	1,333	1,231
Impairment losses				
New construction in progress	10	20	10	20
Sub-total	10	20	10	20
Total	1,458	1,363	1,343	1,251

NOTE 10 Other operating costs

Other operating costs	Group		Parent Company	
	2023	2022	2023	2022
Cost for disposal of fixed assets	120	2	120	2
Other	2	3	2	2
Total	122	5	122	5

The cost for disposal refers primarily to fixed assets that have been disposed of to enable development projects to take place at Stockholm Arlanda Airport.

NOTE 11 Financial income and expenses

Profit from holdings in associate companies and joint ventures	Group		Parent Company	
	2023	2022	2023	2022
Portion of profit for the year from holdings in associate companies and joint ventures	52	72	—	—
Total	52	72	—	—

Financial income	Group		Parent Company	
	2023	2022	2023	2022
Interest income	52	20	73	29
Net effect, changes in foreign exchange rates	1	5	10	6
Total	53	24	83	35

Financial expenses	Group		Parent Company	
	2023	2022	2023	2022
Interest expenses, financial liabilities	223	121	307	172
Interest on pension expense for the year	25	13	—	—
Interest expenses, lease liabilities	34	33	—	—
Net effect, changes in foreign exchange rates	—	—	—	—
Other financial expenses	15	15	15	14
Total	296	182	322	186

Financial income is related to financial instruments recognised at amortised cost. Financial expenses pertaining to interest expenses from financial liabilities under "Other financial expenses" are measured at amortised cost. Derivative instruments are measured at fair value through comprehensive income.

Interest expenses from financial liabilities pertain to liabilities to credit institutions, corporate bonds and commercial paper. Borrowing costs related to refurbishment and new construction projects, totalling SEK 84 M (51), were capitalised during the year. The average interest rate for 2023 is 2.8 per cent (2.2).

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NOTE 12 Appropriations and untaxed reserves

	Parent Company	
	2023	2022
Appropriations		
Change in accelerated depreciation/amortisation	130	109
Group contribution received	23	48
Total appropriations	153	157
Untaxed reserves		
Accumulated accelerated depreciation/amortisation ¹⁾	858	988
Total untaxed reserves	858	988

1) In 2022, Swedavia Airport Telecom AB merged with the Parent Company, Swedavia AB, and accumulated accelerated depreciation/amortisation increased by SEK 15 M.

Accumulated accelerated depreciation/amortisation is calculated based on other intangible assets, electrical installations, vehicles and equipment.

NOTE 13 Tax

	Group		Parent Company	
	2023	2022	2023	2022
Current tax expense (-)/tax income (+)				
Current tax expense	—	—	—	—
Restatement of tax pertaining to previous years	-1	-1	—	0
	-1	-1	—	0
Deferred tax expense (-)/tax income (+)				
Deferred tax for temporary differences	108	143	53	140
Restatement of deferred tax pertaining to previous years	49	19	49	19
	158	162	102	159
Total recognised tax expense	156	161	102	158
	2023		2022	
Group	Per cent	Amount	Per cent	Amount
Reconciliation of effective tax				
Profit before tax		-509		-870
Tax calculated using tax rate in effect	20.6	105	20.6	179
Tax effect of non-deductible costs	-2.5	-13	-1.4	-13
Tax effect of non-taxable revenue	0.1	1	1.1	10
Uncapitalised negative net interest	—	—	-3.6	-31
Utilisation of previously uncapitalised negative net interest	4.2	21	—	—
Tax for taxation in previous years	9.5	48	2.1	18
Other	-1.2	-6	-0.3	-3
Recognised effective tax	30.7	156	18.5	161
	2023		2022	
Parent Company	Per cent	Amount	Per cent	Amount
Reconciliation of effective tax				
Profit before tax		-190		-183
Tax calculated using tax rate in effect for the Parent Company	20.6	39	20.6	38
Tax effect of non-deductible costs	-6.8	-13	-6.8	-12
Tax effect of non-taxable revenue	3.1	6	79.1	145
Uncapitalised negative net interest	—	—	-16.9	-31
Utilisation of previously uncapitalised negative net interest	11.3	21	—	—
Tax for taxation in previous years	26.0	49	10.3	19
Other	-0.2	0	0.2	0
Recognised effective tax	54.0	102	86.5	158

In the consolidated accounts, non-taxable income for the previous year pertains mostly to capital gains from the sale of shares and holdings. In the Parent Company, non-taxable income of SEK 6 M in 2023 and SEK 145 M in 2022 pertains mostly to intra-Group dividends from subsidiaries.

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Annual & Sustainability Report 2023↓ [Download PDF to print](#)**NOTE 14 Intangible assets**

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Intangible assets				
Goodwill	352	352	154	179
Other intangible assets	298	344	298	344
Total	649	695	452	523

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Goodwill				
Accumulated cost				
Opening balance	352	352	493	493
Closing balance	352	352	493	493
Accumulated scheduled amortisation				
Opening balance	—	—	-315	-290
Scheduled amortisation for the year	—	—	-25	-25
Closing balance	—	—	-339	-315
Carrying amount, closing balance	352	352	154	179

GOODWILL

In conjunction with the conversion of airport operations into a limited liability company on April 1, 2010, assets and liabilities from LFV were transferred to Swedavia at an estimated market value. In conjunction with the transaction, goodwill of SEK 493 M arose, which totalled SEK 352 M in the Group with the transition to IFRS.

GOODWILL IMPAIRMENT TESTING

The recognised value of goodwill is derived from Airport Operations (operating segment). The airports included in Sweden's national basic infrastructure of airports are operated as a single system, which is cohesive and mutually dependent. This notion of system means that it is not possible to isolate cash flows related to individual airports included in the system in a meaningful way so the airports included in the national basic infrastructure are treated as a single cash-generating unit. Goodwill has an indeterminable useful life in the Group but is amortised according to schedule in the Parent Company. Impairment testing is carried out annually or more frequently if there is an indication

of a decline in value. The recoverable amount is determined based on calculations of value in use. The calculations for the first two-year period in 2024–2025 are based on estimated cash flows in the business plan adopted.

The Swedavia Group works with strategic plans and long-term scenarios, based on industry assessments, which run through to 2037. After the end of the business plan, impairment testing is based on the estimated cash flows in the strategic plan adopted. In calculating the value in use, lease payments have been treated as cash flows in the business. This means that lease liabilities did not affect the discount rate. The lease liability is deducted from the unit's carrying amount because the value in use is reduced by future lease payments, in which the right-of-use assets are included in impairment testing.

The Group continuously monitors climate-related risks, including physical risks and transition risks, in the valuation of recoverable amounts in connection with impairment testing of goodwill. In the

impairment testing of goodwill for 2023, Swedavia has incorporated its expectations primarily by accounting for expected shifts in passengers' travel habits linked to future climate-related risks in the traffic forecast that forms the basis for future passenger trends. Swedavia's airport operations have been fossil-free since 2020. Therefore, no risk attributable to the transition to fossil-free operations is included in the impairment testing of goodwill.

Significant assumptions in determining the value in use are the passenger trend, investment level and cost trend. Despite the increase in the number of passengers in 2023, it is difficult to forecast future trends due to the uncertain global situation and uncertainties regarding external economic developments. Given the high level of uncertainty, Swedavia is continuously working to assess likely developments in passenger volumes based on different scenarios, where the company must be prepared to handle both a high-volume and low-volume scenario from both an operational and financial standpoint. In each scenario, expected shifts in passenger travel habits attributable to climate-related risks have been taken into account as part of the assessment of future passenger trends.

In determining future travel trends for both its business plan and strategic plan, Swedavia has prepared three scenarios – high, low and medium. Of these scenarios, the medium scenario has been determined to be the most likely passenger trend. Cash flow beyond 2037 is assumed to grow by 2.0 per cent (2.0) annually. The discount rate used before tax is 8.2 per cent (8.5). Testing has not entailed any goodwill impairment loss.

SENSITIVITY ANALYSIS

The estimated recoverable amount for Airport Operations exceeded the carrying amount as of December 31, 2023. A 0.5 per cent increase in the discount rate (WACC) would entail a decrease of around SEK 3,000 M in the recoverable amount, in which case the recoverable amount would be on a par with the carrying amount. A decrease in annual growth of 0.5 per cent would entail a decrease in the recoverable amount of around SEK 1,700 M. In this case, the recoverable amount would be around SEK 1,500 M higher than the carrying amount.

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Other intangible assets				
Accumulated cost				
Opening balance	817	763	817	763
Reclassifications for the year	14	55	14	55
Reclassification/acquisition for the year through merger	—	—	—	—
Disposals and divestments for the year	-4	0	-4	0
Closing balance	827	817	827	817
Accumulated scheduled amortisation				
Opening balance	-473	-412	-473	-412
Reversal of amortisation on disposals	4	0	4	0
Scheduled amortisation for the year	-60	-62	-60	-62
Closing balance	-530	-473	-530	-473
Carrying amount, closing balance	298	344	298	344

Other intangible assets pertain to noise insulation for the properties of others, SEK 144 M (159), and IT systems, SEK 154 M (185), of which SEK 6 M (8) pertains to intangible assets developed in-house. Other intangible assets that pertain to investments in the properties of others constitute a condition for running airport operations. Necessary investments in noise insulation are regulated in the environmental permit for each airport.

NOTE 15 Fixed assets

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Buildings and land (Note 16)	6,627	6,580	6,499	6,510
Field structures (Note 17)	3,597	3,747	3,582	3,739
Electrical installations, vehicles and equipment (Note 18)	3,785	3,641	3,771	3,625
New construction in progress (Note 19)	5,737	5,112	5,607	4,984
Total	19,747	19,080	19,458	18,858

The Group reviews the estimated residual value and expected useful lives of the assets at least once a year and continuously monitors indications of any need for impairment. Swedavia takes into account the effects of health, safety and environmental legislation in its assessment. The Group also takes into account climate-related risks in the assessment. Specifically, the Group determines whether climate-related laws and regulations have the potential to affect either useful life or residual values, for example, by imposing additional efficiency requirements on the Group's buildings and properties. Physical risks, such as extreme weather, can also affect depreciation periods and residual values. However, for 2023, there is no need for changes in residual values, useful lives or impairment due to climate-related legislation or physical risks.

NOTE 16 Buildings and land

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Accumulated cost				
Opening balance	10,472	10,118	10,391	10,083
Acquisitions/reclassifications for the year	572	354	507	308
Disposals and divestments for the year	-141	-1	-141	-1
Closing balance	10,903	10,472	10,757	10,391
Accumulated scheduled depreciation				
Opening balance	-3,886	-3,516	-3,875	-3,508
Reversal of depreciation on disposals	65	1	65	1
Scheduled depreciation for the year	-449	-371	-443	-368
Closing balance	-4,270	-3,886	-4,252	-3,875
Accumulated impairment losses				
Opening balance	-6	-6	-6	-6
Reversal of impairment from previous years	—	—	—	—
Impairment losses for the year	—	—	—	—
Closing balance	-6	-6	-6	-6
Carrying amount, closing balance	6,627	6,580	6,499	6,510
Of which land				
Opening balance	382	382	359	359
Acquisitions for the year	0	—	0	—
Disposals for the year	—	—	—	—
Carrying amount, closing balance	382	382	359	359

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NOTE 17 Field structures

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Accumulated cost				
Opening balance	5,965	5,755	5,952	5,739
Reclassifications for the year	171	215	163	219
Disposals and divestments for the year	-110	-6	-110	-6
Closing balance	6,026	5,965	6,005	5,952
Accumulated scheduled depreciation				
Opening balance	-2,217	-1,965	-2,213	-1,962
Reversal of depreciation on disposals	69	5	69	5
Scheduled depreciation for the year	-280	-257	-278	-256
Closing balance	-2,428	-2,217	-2,422	-2,213
Accumulated impairment losses				
Opening balance	-1	-1	-1	-1
Reversal of impairment losses on disposal	—	—	—	—
Impairment losses for the year	—	—	—	—
Closing balance	-1	-1	-1	-1
Carrying amount, closing balance	3,597	3,747	3,582	3,739

Net field structure assets acquired have been treated for tax purposes as land. Field structures consist mostly of take-off and landing runways.

NOTE 18 Electrical installations, vehicles and equipment

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Accumulated cost				
Opening balance	8,015	7,457	7,990	7,380
Reclassifications for the year	682	645	681	633
Reclassification/acquisition for the year through merger	—	—	—	63
Disposals and divestments for the year	-141	-87	-141	-87
Closing balance	8,556	8,015	8,529	7,990
Accumulated scheduled depreciation				
Opening balance	-4,373	-3,935	-4,364	-3,902
Reversal of depreciation on disposals	132	85	132	85
Depreciation on merged assets	—	—	—	-25
Scheduled depreciation for the year	-528	-523	-527	-521
Closing balance	-4,770	-4,373	-4,758	-4,364
Accumulated impairment losses				
Opening balance	-1	-1	-1	-1
Reversal of impairment	—	—	—	—
Impairment losses for the year	—	—	—	—
Closing balance	-1	-1	-1	-1
Carrying amount, closing balance	3,785	3,641	3,771	3,625

NOTE 19 New construction in progress related to fixed assets and intangible assets

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Opening balance	5,112	4,558	4,984	4,425
Acquisitions for the year	2,082	1,837	2,007	1,796
Acquisitions for the year through merger	—	—	—	0
Disposals for the year	-14	-1	-14	-1
Reclassifications for the year	-1,433	-1,263	-1,360	-1,215
Impairment losses for the year	-10	-20	-10	-20
Carrying amount, closing balance	5,737	5,112	5,607	4,984

New construction in progress related to fixed assets mostly consists of investments in infrastructure and terminals. Reclassification of the asset class in question occurs when the asset is placed in service. Impairment losses in 2023 pertain mainly to development projects that cannot be capitalised. Of the acquisitions for the year, SEK 133 M (121) is capitalised work for Swedavia's own account.

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NOTE 20 Fair value

The table below presents the assets and liabilities measured at fair value. Fair value is defined as the price at the time of measurement that would be received in the sale of an asset or charged in the transfer of a liability in an orderly transaction between market participants. Assets and liabilities measured at fair value are classified in a hierarchy with three different levels based on the information used to determine their fair value. Level 1 applies when fair value is determined based on listed prices (unadjusted) in active markets for identical assets and liabilities. Level 2 applies when fair value is determined based on observable data for the asset or liability other than listed prices included in Level 1. Level 3 applies when fair value is determined based on inputs for the asset or liability that are not based on observable market data.

Measurement at fair value

Hierarchy levels in measurement of fair value Dec 31, 2023	Level 1	Level 2	Level 3	Total
Items recognised at fair value in the balance sheet				
Derivative instruments (Note 28)	—	235	—	235
Biological assets (Note 23)	—	—	116	116
Total	—	235	116	350

Measurement at fair value

Hierarchy levels in measurement of fair value Dec 31, 2022	Level 1	Level 2	Level 3	Total
Items recognised at fair value in the balance sheet				
Derivative instruments (Note 28) ¹⁾	—	666	—	666
Biological assets (Note 23) ²⁾	—	—	97	97
Total	—	666	97	763

**DERIVATIVE INSTRUMENTS
INTEREST RATE SWAPS**

For interest rate swaps, fair value is calculated as the present value of expected future cash flows based on current market interest rates.

ELECTRICITY DERIVATIVES

For electricity derivatives, fair value is determined based on listed rates. If there are no listed rates, fair value is calculated by discounting the difference between the contracted forward rate and the forward rate available on the balance sheet date for the remainder of the contract period.

CURRENCY FUTURES

The fair value of currency futures is calculated by discounting the difference between the contracted forward rate and the forward rate that can be contracted on the balance sheet date for the remainder of the contract period. Discounting is done at a risk-free interest rate.

BIOLOGICAL ASSETS

Swedavia's biological assets consist of large forest holdings adjacent to Swedavia's airports, with standing timber assessed at fair value.

The stock is measured on each balance sheet date. Measurement is made by an external appraiser in conjunction with the year-end closing at least once every two years or at another time if there are any indications of significant changes in market value. For other balance sheet dates, the stock of standing timber is measured through an internal valuation. An external valuation was carried out in conjunction with the 2023 annual accounts.

The measurement method used for external valuation is in accordance with the forest valuation method of the Swedish land registration authority (Lantmäteriet). This method is based on a discounted cash flow valuation of expected future cash flows from long-term sustainable forestry. Important inputs are local price lists for timber and pulp with average prices for the past ten years, potential harvestable volume in accordance with the Swedish Forestry Act's restrictions on clear-cutting, and discount rates based on the age of the forest. A change in fair value is recognised in the income statement as other profit or other external costs. Fair value is determined based on Hierarchy Level 3, which means that the fair value of the biological assets cannot be directly related to observable market data.

In internal valuations, the stock is compared on the valuation date with the stock on the date of the previous external valuation. After this, an interview is/interviews are carried out with a key person/key people to determine whether any factors have had an effect on the stock and thus the market value.

NOTE 21 Investment properties

Swedavia recognises properties classified as investment properties at cost in the consolidated balance sheet. Investment properties are found in the Real Estate operating segment, and the portfolio consists of cargo and office properties as well as land at Göteborg Landvetter Airport, Malmö Airport and Stockholm Arlanda Airport. Revenue from investment properties totalled SEK 28 M (23) and direct costs totalled SEK 41 M (39). For information about the depreciation method and estimated useful life, see Note 1, "Corporate information and accounting principles". For information about valuation assumptions concerning fair value for disclosure purposes, see below.

	Group	
	Dec 31, 2023	Dec 31, 2022
Accumulated cost		
Opening balance	730	745
Acquisitions for the year	10	9
Disposals for the year	—	-16
Reclassification for the year	—	-7
Closing balance	739	730
Accumulated scheduled depreciation		
Opening balance	-88	-69
Scheduled depreciation for the year	-21	-19
Closing balance	-109	-88
Accumulated impairment losses		
Opening balance	-7	-7
Impairment losses for the year	—	—
Closing balance	-7	-7
Carrying amount, closing balance	623	634
Fair value (level 3)	1,369	1,669

Swedavia's investment properties are recognised at cost. The properties are measured to determine their fair value, i.e. their estimated market value. The portfolio of investment properties is measured annually in conjunction with year-end closing. Measurement is made either by external independent appraisers or through internal valuation. An external valuation was carried out in conjunction with the 2023 annual accounts.

The valuation of properties is based on the cash flows the asset is expected to generate, discounting net operating profit. To estimate net operating profit, estimates are made of inflation, rents, vacancies, and operating and maintenance costs. The value of the property is based on the expected cash flows of each property appraised over the next ten years. For properties with a lease on premises or land longer than ten years, the calculations have been extended. For the last year of the calculation period, a residual value is calculated, which shall constitute an estimated market value at that time. The information used to determine the fair value of the investment properties is classified as Level 3 which means that the fair value of the investment properties cannot be directly attributed to observable market data. Fair value has decreased by SEK 300 M from SEK 1,669 M to SEK 1,369 M.

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NOTE 22 Leases**LEASES IN WHICH SWEDAVIA IS THE LESSEE**

The Group's fixed assets consist of both owned and leased assets. None of Swedavia's leased assets consists of investment properties.

	Group	
	Dec 31, 2023	Dec 31, 2022
Fixed assets	19,747	19,080
Right-of-use assets	1,034	1,031
Total	20,781	20,111

The Group leases different kinds of assets including buildings and land for office and airport maintenance operations, vehicles, machinery and construction, office and IT equipment. No lease contract includes covenants or other restrictions apart from the guarantee for the leased asset.

Right-of-use asset	Group				
	Buildings and land	Equipment	Machinery	Vehicles	Total
Depreciation for the year	-107	-3	-1	0	-111
Closing balance, Dec 31, 2023	1,027	4	2	—	1,034

Right-of-use asset	Group				
	Buildings and land	Equipment	Machinery	Vehicles	Total
Depreciation for the year	-97	-3	-1	-10	-111
Closing balance, Dec 31, 2022	1,025	3	2	0	1,031

Additions to right-of-use assets in 2023 totalled SEK 113 M (42). This amount includes the cost of newly acquired rights during the year and additional amounts from the reassessment of lease liabilities due to the change in payments as a result of the change in the lease term.

Lease liabilities	Group	
	2023	2022
Current lease liabilities	133	122
Non-current lease liabilities	968	972
Lease liabilities included in statement of financial position	1,101	1,094

To see the maturity analysis of Swedavia's lease liabilities, see Note 43, "Financial risks" and the section on liquidity risk and refinancing risk.

Amount recognised in income statement	Group	
	2023	2022
Depreciation on right-of-use assets	-111	-111
Interest on lease liabilities	-34	-33
Variable lease charges not included in the valuation of the lease liability	-5	-4
Costs of short-term leases	-3	-1
Cost of leases of low-value assets, not short-term leases of low-value assets	-1	-1

Amount recognised in cash flow statement	Group	
	2023	2022
Total cash flow attributable to leases	-106	-107

The cash outflows above include both the amount paid for leases recognised as lease liabilities and the amount paid for variable lease charges, short-term leases and leases of low-value assets.

Non-cancellable lease payments amount to:	Parent Company	
	2023	2022
Within one year	141	136
Between one and five years	523	512
More than five years	673	762

Charges for operating leases recognised as an expense amount to:	Parent Company	
	2023	2022
Minimum lease charges	115	116
Variable charges	22	11
Total lease expenses	137	127

BUILDINGS AND LAND

Swedavia leases buildings and land for office and other operations. Leases usually contain extension options that Swedavia can exercise up to one year before the expiration of the non-cancellable lease

term. When it is possible in practice, Swedavia tries to include such options in new leases since they contribute to operational flexibility. The options can only be exercised by Swedavia, not by the lessor. Whether it is reasonably certain that an extension option will be exercised or not is determined at the commencement date of the lease. Swedavia reassesses whether it is reasonably certain that an extension option will be exercised or not if there is a significant event or substantial changes in circumstances that are within Swedavia's control.

Leases consist of non-cancellable periods of 2–20 years, with options for Swedavia to extend for additional periods. The leases have no final end date. At the commencement of the contract, Swedavia makes an individual assessment for each contract in order to determine whether Swedavia is reasonably certain to use one or more such extension periods.

During the year, lease liabilities/assets increased SEK 3 M a result of the exercise of options not previously included in the lease liability. Significant changes could occur in the future should there be a reassessment of the lease term for one of Swedavia's key property contracts.

Some leases include lease charges based on changes in the local price index, and Swedavia pays charges related to property taxes that are charged to the lessor. These amounts are determined annually.

OTHER LEASES

Swedavia leases vehicles, machinery and equipment with lease terms of two to five years. In some cases, Swedavia has the option to purchase the asset at the end of the lease term. In other cases, Swedavia guarantees the residual value of the leased asset at the end of the lease term. Extension options occur only to a negligible extent.

Swedavia also leases construction equipment, office equipment and IT equipment with lease terms of one to three years. These leases are short-term contracts and/or leases of low-value assets. Swedavia has chosen not to recognise right-of-use assets and lease liabilities for these leases.

SALE AND LEASEBACK

No sale and leaseback transactions were carried out during the financial year.

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LEASES NOT EXERCISED

There were no leases that were not exercised by the Group during the financial year.

LEASES IN WHICH SWEDAVIA IS THE LESSOR OPERATING LEASES – THE GROUP AS LESSOR

The Group's operating leases, which generate rental revenue, pertain to the rental of premises in commercial parts of its owner-occupied properties and to a few contracts for investment properties. Rental revenue is generated from both fixed and sales revenue-based rents. Variable charges included in profit for the period totalled SEK 678 M (500).

Payments for contractual lease charges on existing contracts fall due as follows:

Due date	Parent Company	
	Group	2023
Within one year	699	680
Between one and two years	599	588
Between two and three years	557	546
Between three and four years	537	527
Between four and five years	465	458
More than five years	553	541
Total	3,410	3,340

Due date	Parent Company	
	Group	2022
Within one year	573	553
Between one and two years	528	512
Between two and three years	463	452
Between three and four years	432	421
Between four and five years	421	409
More than five years	530	484
Total	2,948	2,831

NOTE 23 Biological assets

	Group	
	Dec 31, 2023	Dec 31, 2022
Accumulated cost		
Opening balance	97	83
Change in fair value	19	14
Carrying amount, closing balance	116	97

Swedavia's biological assets consist of large forest holdings adjacent to Swedavia's airports, with standing timber assessed at fair value. The stock is measured on each balance sheet date. Measurement is made by an external appraiser in conjunction with the year-end closing at least once every two years or at another time if there are any indications of significant changes in market value. For other balance sheet dates, the stock of standing timber is measured through an internal valuation. An external valuation was carried out in conjunction with the 2023 annual accounts. The change in fair value is recognised in the income statement as other revenue or other external costs. For information about valuation assumptions, see Note 20, "Fair value".

NOTE 24 Non-current financial assets

	Group	
	Dec 31, 2023	Dec 31, 2022
Holdings in associate companies and joint ventures (Note 26)	872	926
Other non-current receivables (Note 25)	642	513
Total	1,514	1,439

	Parent Company	
	Dec 31, 2023	Dec 31, 2022
Holdings in Group companies (Note 27)	870	870
Other non-current receivables (Note 25)	642	513
Deferred tax (Note 37)	742	638
Total	2,255	2,022

Other non-current receivables pertain to expected compensation from the Swedish Transport Administration for the obligation to remedy historical environmental damage as well as expected compensation from the Swedish Transport Agency for terminal revenue and expected compensation from the Swedish Transport Agency for the Slot Coordination Charge (GAS).

NOTE 25 Other non-current receivables

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Accumulated cost				
Opening balance	513	387	513	387
New receivables	129	126	129	126
Carrying amount, closing balance	642	513	642	513

Other non-current receivables relate primarily to expected compensation from the Swedish Transport Administration of SEK 479 M (343) to remedy historical environmental damage according to agreements. The expected receivable from the Swedish Transport Administration is based on investigations and technical analysis that are compiled and reported to the Swedish Transport Administration twice annually. The increase in receivables compared with the previous year is due to an increase in Swedavia's environmental investigations during the autumn, in which we have identified the need for additional measures, including measures to address possible PFAS contamination. During the year, compensation of SEK 36 M (37) was received from the Swedish Transport Administration. See also Note 36 regarding the provision to the restoration reserve for future expenditure to remedy historical environmental damage. Other non-current receivables include expected compensation from the Swedish Transport Agency relating to terminal revenue and a Slot Coordination Charge (GAS) of SEK 163 M (170).

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NOTE 26 Holdings in associate companies and joint ventures

	Group	
	Dec 31, 2023	Dec 31, 2022
Accumulated cost		
Opening balance	926	894
Share of profit	35	111
Dividend	-90	-79
Carrying amount, closing balance	872	926

The dividend from Swedish Airport Infrastructure KB was SEK 90 M (79).

Specification of the Parent Company's and the Group's holdings in associate companies and joint ventures

Company, corp. identity no., registered office	Group, Dec 31, 2023					
	Profit for the year, Swedavia's holding	Number of shares	Ownership in %	Value of holding in the Group	Carrying amount in the Parent Company	Classification
Swedish Airport Infrastructure AB, 559012-5182, Stockholm County, Municipality of Sigtuna	—	25,000	50.0	0	—	Joint venture
Swedish Airport Infrastructure KB, 969775-2609, Stockholm County, Municipality of Stockholm	35	1	49.9	872	—	Joint venture
Airport City Stockholm AB, 556872-9619, Stockholm County, Municipality of Sigtuna	—	495	33.0	0	—	Associate company
Total	35			872	—	

Company, corp. identity no., registered office	Group, Dec 31, 2022					
	Profit for the year, Swedavia's holding	Number of shares	Ownership in %	Value of holding in the Group	Carrying amount in the Parent Company	Classification
Swedish Airport Infrastructure AB, 559012-5182, Stockholm County, Municipality of Sigtuna	—	25,000	50.0	0	—	Joint venture
Swedish Airport Infrastructure KB, 969775-2609, Stockholm County, Municipality of Stockholm	111	1	49.9	926	—	Joint venture
Airport City Stockholm AB, 556872-9619, Stockholm County, Municipality of Sigtuna	—	495	33.0	0	—	Associate company
Total	111			926	—	

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The associate company Swedavia Airport Infrastructure KB is considered to be material to the Group. The associate company manages and develops developable properties at Stockholm Arlanda Airport, Göteborg Landvetter Airport and Malmö Airport that meet the specific needs of operators at and in the vicinity of the Group's airports. The company's registered office is in Sweden, and Swedavia's ownership stake is 49.9 per cent.

Balance sheet and income statement for the Swedish Airport Infrastructure KB Group based on Swedavia's consolidated accounting principles:

SEK M	Dec 31, 2023	Dec 31, 2022
Investment properties	4,457	4,548
Liquid assets	41	361
Other assets	83	134
Non-current interest-bearing liabilities	2,650	—
Other non-current liabilities	21	18
Current interest-bearing liabilities	—	3,040
Current liabilities	166	130
Equity	1,744	1,853
Carrying amount of the Group's holding	872	926

SEK M	2023	2022
Revenue	465	419
Depreciation and amortisation	-140	-140
Other costs	-121	-92
Financial income	5	3
Financial expenses	-102	-50
Profit before tax	107	140
Tax	-4	3
Profit for the year	104	143
Other comprehensive income	-33	79
Total comprehensive income	71	222
The Group's share of comprehensive income for the year	35	111

In 2023, SEK 90 M (79) in dividends was received from Swedish Airport Infrastructure.

The carrying amount for the other associate company that the Swedavia Group holds a share in did not change in 2023. The carrying amount was SEK 0 M (0).

NOTE 27 Holdings in Group companies

The Parent Company's holdings in Group companies	Dec 31, 2023	Dec 31, 2022
Accumulated cost		
Opening balance	870	870
Effect of merger ¹⁾	—	0
Carrying amount, closing balance	870	870

1) In 2022, Swedavia Airport Telecom AB merged with the Parent Company, Swedavia AB.

Specification of the Parent Company's holdings in Group companies

Subsidiary, corp. identity no, registered office	Number of shares	Ownership in %	Carrying amount Dec 31, 2023	Carrying amount Dec 31, 2022
Swedavia Real Estate AB, 556858-9872, Stockholm County, Municipality of Stockholm	500,000	100	870	870
Carrying amount, closing balance			870	870

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NOTE 28 Financial assets and liabilities

The Group's financial assets and liabilities, excluding the Group's derivative instruments, are recognised at amortised cost. The Group's derivative instruments are recognised at fair value through profit and loss if they have not been identified as hedging instruments for which hedge accounting is applied. See the relevant accounting principles for hedge accounting in Note 1. Other financial assets and liabilities are measured at fair value for disclosure purposes; for information about fair value related to derivative instruments, see the Group's valuation below and Note 20. For current receivables and liabilities, such as trade receivables and trade payables with an outstanding term of less than six months, the carrying amount is considered to reflect fair value.

No financial assets or liabilities are offset in the balance sheet in accordance with IAS 32. For derivatives, the Group has ISDA agreements, which allow offset in the event of a bankruptcy. As of December 31, 2023, there were no significant financial liabilities or assets that should be offset in the event of a bankruptcy.

The Parent Company recognises financial instruments at amortised cost.

In the upcoming summary of the Group's financial assets and liabilities below, lease liabilities have been excluded. The Group's lease liabilities have not been measured at fair value. See Note 22 for carrying amounts related to lease liabilities.

Group	Measurement under IFRS 9	Carrying amount		Fair value	
		Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Other non-current receivables	Amortised cost	163	170	163	170
Trade receivables	Amortised cost	492	489	492	489
Receivables from associate companies and joint ventures	Amortised cost	8	11	8	11
Other receivables	Amortised cost	198	65	198	65
Derivative instruments	Fair value through other comprehensive income	244	672	244	672
Accrued income	Amortised cost	147	93	147	93
Short-term investments	Amortised cost	297	392	297	392
Liquid assets	Amortised cost	1,018	1,260	1,018	1,260
Total		2,567	3,152	2,567	3,152

Group	Measurement under IFRS 9	Carrying amount		Fair value	
		Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Non-current interest-bearing liabilities ¹⁾	Amortised cost	9,950	8,800	9,932	8,685
Current interest-bearing liabilities	Amortised cost	1,193	2,344	1,193	2,344
Derivative instruments, long-term	Fair value through profit & loss	2	2	2	2
Derivative instruments, short-term	Fair value through profit and loss	4	4	4	4
Derivative instruments, short-term	Fair value through other comprehensive income	3	—	3	—
Other non-current liabilities	Amortised cost	14	13	14	13
Trade payables	Amortised cost	621	613	621	613
Other liabilities	Amortised cost	7	7	7	7
Liabilities to associate companies and joint ventures	Amortised cost	0	33	0	33
Accrued expenses	Amortised cost	255	242	255	242
Total		12,049	12,058	12,031	11,943

¹⁾ Recognised at cost in the consolidated balance sheet. Amount in the fair value column is provided for disclosure purposes.

MEASUREMENT AT FAIR VALUE

Assets and liabilities measured at fair value are classified in a hierarchy with three different levels based on the information used to determine their fair value. The Group's financial assets and liabilities are measured at fair value based on Level 2. For more information about measurement at fair value, see Note 20.

	Dec 31, 2023		
	Level 1	Level 2	Level 3
Derivative instruments net, receivable	—	235	—
Non-current interest-bearing liabilities ²⁾	—	-9,932	—
Total	—	-9,697	—

	Dec 31, 2022		
	Level 1	Level 2	Level 3
Derivative instruments net, payable	—	666	—
Non-current interest-bearing liabilities ²⁾	—	-8,685	—
Total	—	-8,019	—

²⁾ Recognised at cost in the consolidated balance sheet. The amounts above are fair values for disclosure purposes. The fair value of a loan is calculated by discounting future cash flows. Any change in Swedavia's credit risk since the loan was entered into is also taken into consideration in the calculation. For some borrowings, the carrying amount is considered to reflect fair value, given the short maturity of the liabilities.

There was no change in levels in 2023 compared with 2022.

Net gain from items for which hedge accounting is not applied	2023	2022
Financial assets/liabilities measured at fair value ³⁾	9	6
Total	9	6

³⁾ The subcategory held for sale.

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NOTE 29 Materials and supplies

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Supply materials	75	65	75	65
Gravel stocks	—	—	—	—
Supplies, building and land	2	2	2	2
Other stocks	13	12	13	12
Total	90	78	90	78

NOTE 30 Other receivables

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Tax receivables	63	59	56	35
Other receivables	209	67	206	62
Total	272	126	263	97

Other receivables relate primarily to expected compensation from the Swedish Transport Agency for the Slot Coordination Charge (GAS).

NOTE 31 Prepaid expenses and accrued income

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Accrued income, Aviation Business, Commercial and energy	91	74	91	74
Prepaid expenses, materials and maintenance	26	21	36	31
Prepaid expenses, operations	12	9	12	11
Prepaid expenses, property and rental	40	30	49	39
Other accrued income and prepaid expenses	35	11	47	16
Total	206	146	236	172

NOTE 32 Short-term investments

	Group		Parent Company	
	2023	2022	2023	2022
Commercial paper	297	174	297	174
Medium-term notes	—	218	—	218
Total	297	392	297	392

The book value of Swedavia's short-term investments corresponds to their fair value. The fair value is the amount that would be paid for outstanding short-term investments upon disposal on the balance sheet date. The short-term investments are categorised as financial assets and recognised at amortised cost in the balance sheet.

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NOTE 33 Equity**GROUP**

Equity related to the Parent Company's shareholder consists of share capital, other paid in-capital, hedge reserves, hybrid bonds and retained earnings.

SHARE CAPITAL

Share capital is divided into 1,441,403,026 shares with a stated value of SEK 1.

OTHER PAID-IN CAPITAL

Other paid-in capital pertains to the premium in connection with new share issues and shareholder contributions.

HEDGE RESERVES

The reserve for cash flow hedging consists of unrealised changes in the value of interest rate, electricity and currency derivatives (net of deferred tax). Hedge accounting entails that the change in value has been charged to equity in the balance sheet via other comprehensive income.

RETAINED EARNINGS

Retained earnings include profit for the year and the portion of untaxed reserves that constitute equity. This also includes remeasurements of defined benefit pensions in accordance with IAS 19 (net of deferred tax) and interest on hybrid bonds.

HYBRID BONDS

As of December 31, 2023, Swedavia has issued hybrid bonds totalling SEK 4,608 M. The hybrid bonds have perpetual maturity, and thus no maturity date, but the company is entitled to redeem the hybrid bonds at a determined future point in time and then at every subsequent interest payment date, as well as in the case of specific events. The company is entitled to defer interest payments indefinitely as long as holders of the hybrid bonds are informed within the contractual period. The hybrid bonds are recognised in consolidated equity and in the Parent Company's equity, and they are subordinate to all liabilities. Interest expenses related to the hybrid bonds are recognised on a continuous basis directly in retained earnings under "Equity". The hybrid bonds are not included in the company's sensitivity analysis for borrowing rates or in the maturity analysis of financial liabilities.

Hybrid bonds

Nominal amount issued (SEK M)	4,608
Currency	SEK

In November 2019, Swedavia issued a total of SEK 1,000 M in hybrid bonds. The hybrid bonds have a floating rate up to the first redemption date of 3m STIBOR + 1.5 per cent and the first call date is November 26, 2024. Of the hybrid bonds issued in 2019, SEK 892 M was redeemed early in November 2023. Of the hybrid bonds issued in November 2021, SEK 2,300 M have a floating rate of 3m STIBOR + 2 per cent. The remaining SEK 200 M have a fixed rate of 2.632 per cent. The first call date is November 17, 2026. In November 2023, Swedavia issued hybrid bonds totalling SEK 2,000 M, of which SEK 1,400 M have a floating rate of 3m STIBOR + 2.3 per cent and SEK 600 M have a fixed rate of 5.6 per cent. The first call date is November 15, 2028. The company has no contractual obligation to pay interest. After the time of the first call date, the interest rate will increase 500 basis points. Under the terms of the hybrid bonds, Swedavia must pay deferred interest on the hybrid bonds if it chooses to pay a dividend to its shareholders. In addition, Swedavia has the option, but not the obligation, to buy back the hybrid bonds, if the State reduces its ownership of Swedavia. If Swedavia chooses not to buy back the hybrid bonds if the State reduces its ownership in the company, the interest rate will increase 500 basis points.

Capital management	2023		2022	
	Actual	Target	Actual	Target
Return on operating capital, %	-1.2	6.0	-3.3	6.0
Debt/equity ratio, times	1.0	0.7–1.5	1.0	0.7–1.5

PARENT COMPANY**RESTRICTED AND UNRESTRICTED EQUITY**

Equity is divided between restricted and unrestricted (payable as dividends) capital in accordance with Swedish law. A dividend may only be paid if there is full coverage for restricted equity after the

payment of dividends. Dividends are also regulated by the precautionary principle, which means that a dividend may only be paid if this is justifiable taking into consideration the risks that the nature and scope of operations place on the size of the Parent Company's and consolidated equity as well as the Group's consolidation requirements, liquidity and financial position in general.

In the Parent Company, restricted equity consists of share capital of SEK 1,441 M (1,441) and a reserve for development expenditures of SEK 6 M (9). The unrestricted equity in the Parent Company is SEK 8,637 M (7,799) and consists of a share premium reserve of SEK 2,161 M (2,161), retained earnings of SEK 1,955 M (2,162), IFRS hybrid bonds of SEK 4,608 M (3,500) and profit for the year of SEK -87 M (-25). Retained earnings include a capital injection from the owner in 2020 of SEK 2,500 M. In 2022, a shareholder contribution of SEK 879 M was repaid along with SEK 19 M in interest.

PROPOSED DISTRIBUTION OF PROFIT

The following unrestricted equity is at the disposal of the Annual General Meeting, in SEK:

Share premium reserve	2,161,354,539
Hybrid bonds	4,607,500,000
Retained earnings	1,955,202,326
Profit for the year	-87,289,498
	8,636,767,367

The Board proposes that the profit be appropriated as follows:

To be carried forward	8,636,767,367
Of which to share premium reserve	2,161,354,539
Of which to hybrid bonds	4,607,500,000
Of which to retained earnings	1,867,912,828

EARNINGS PER SHARE

	Dec 31, 2023	Dec 31, 2022
Profit for the year attributable to the Parent Company's owner (SEK M)	-353	-709
Transaction costs and interest expenses attributable to hybrid bonds (SEK M)	-185	-81
Profit for the year attributable to the Parent Company's owner, including hybrid bond costs	-538	-790
Average number of outstanding shares, before and after dilution	1,441,403,026	1,441,403,026
Earnings per share outstanding (SEK), before and after dilution	-0.37	-0.55

NOTE 34 Provisions

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Provisions for pensions	702	572	892	1,098
Other provisions	456	343	532	392
Total	1,157	915	1,424	1,491

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NOTE 35 Provisions for pensions

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The Group has both premium and defined benefit pension obligations.

DEFINED CONTRIBUTION PENSION OBLIGATIONS

The defined contribution ITP 1 plan has been applied since the formation of the company and is secured through payments to insurance companies or trust funds. A defined contribution pension plan is a pension plan in which a company pays fixed contributions to a separate legal entity. The company subsequently has no legal or constructive obligations to pay additional contributions related to the pension earned by the employee.

DEFINED BENEFIT PENSION OBLIGATIONS

Most of the defined benefit pension obligations pertain to PA91 and PA03 government employee pension agreements that were taken over from LfV in conjunction with the division of operations. No new pension rights accrue for these obligations; instead the obligations are in the form of paid-up pension policies. The actuarial bases for calculating the value of capital are the provisions in FFFS 2007:24 adopted by the Swedish Financial Supervisory Authority, which include interest rate assumptions. The remaining defined benefit plans consist mostly of pension obligations under collective bargaining agreements and pension obligations as specified in transitional provisions adopted in conjunction with the conversion into a limited liability company of operations run by LfV. The company's obligations are calculated at least once a year by independent actuaries. This assumption is based on current expectations of future payments. The Group bears the risk of ensuring that the payments determined are effected. Employee pension tax is recognised as a receivable or liability depending on whether the pension expense is lower or higher than the pension expense determined by a legal entity and the present value is not calculated. Unvested

pension obligations are entered as a liability at 100 per cent in both the Parent Company and the Group. The unvested pension obligations pertain to a small number of employees who have the option of taking early retirement at the age of 63.

The Parent Company complies with the statutes in the Swedish Pension Obligations Vesting Act and the instructions of the Swedish Financial Supervisory Authority as this is a requirement for making tax deductions. The most significant differences compared to the regulations in IAS 19 are the way the discount rate is determined, the way the value of the defined benefit obligation is calculated based on the current salary level without any assumption of future salary increases, and the way actuarial gains and losses are recognised in the income statement. The Parent Company's total commitments for defined benefit pensions are covered by credit insurance with FPG/PRI.

ACTUARIAL ASSUMPTIONS

A discount rate curve is used in determining the discount rate used in the Group. The discount rate curve is produced through an analysis of mortgage bonds of different durations in which an interpolation is made in order to arrive at an adjusted rate for a duration that corresponds to the length of the commitment. The duration was 11 years (12). The assumed interest rate level for 2023 was 3.2 per cent (4.0), a decrease attributable to the current interest rate situation.

Inflation is assumed to be 1.6 per cent (2.0), with the decrease based on the actual trend and market expectations.

The life expectancy assumption used in the calculation was DUS23, which is based on the results of the latest mortality study (DUS) conducted by Insurance Sweden.

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Actuarial assumptions				
The following important actuarial assumptions have been applied in calculating the obligations (weighted average values)				
Discount rate	3.2%	4.0%	0.5%	-1.5%
Future changes in price base amount (inflation)	1.6%	2.0%	1.6%	2.0%
Changes in the present value of defined benefit obligations				
Obligation on Jan 1	675	919	1,098	1,106
Payments made during the year	-43	-41	-43	-41
Cost of vesting, current period	0	0	0	0
Interest expense	25	13	—	—
Actuarial gains (-)/losses (+)	83	-215	-164	33
Obligation on Dec 31	739	675	892	1,098
Less employee income tax asset	-37	-103	—	—
Provisions for pensions	702	572	892	1,098

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Expense recognised in profit for the year				
Defined benefit plans				
Cost of pensions vested during the year	0	0	0	0
Cost of defined benefit plans	8	1	-159	31
Employee pension tax	-0	0	-42	8
Interest expense	25	13	—	—
Cost of defined benefit plans	33	14	-201	39
Defined contribution plans				
Cost of defined contribution plans	116	106	116	106
Employee pension tax	28	26	28	26
Cost of defined contribution plans	144	132	144	132
Total cost of remuneration after termination of employment in profit for the year	176	146	-56	171

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	Group	
	Dec 31, 2023	Dec 31, 2022
Expense recognised in other comprehensive income		
Defined benefit plans		
Revaluation including employee pension tax		
Actuarial gains (-)/ losses (+) from a change in financial assumptions	-100	297
Actuarial gains (-)/ losses (+) from a change in demographic assumptions	-5	-26
Tax	21	-56
Recognised in other comprehensive income	-83	215

	Group			
	2023		2022	
	Increase	Decrease	Increase	Decrease
Sensitivity analysis				
	0.5 percentage pts	0.5 percentage pts	0.5 percentage pts	0.5 percentage pts
Change in discount rate				
Effect on obligation	-35	38	-37	41
	0.5 percentage pts	0.5 percentage pts	0.5 percentage pts	0.5 percentage pts
Change in inflation				
Effect on obligation	40	-37	43	-39

	Group	
	Dec 31, 2023	Dec 31, 2022
The obligation is broken down by members in the plan as follows:		
Active members	4	10
Paid-up pension policyholders	2,027	2,168
Pensioners	1,081	1,002
Total number of obligations	3,112	3,180

The duration of the pension liability was 11 years (12).

	Group	
	Dec 31, 2023	Dec 31, 2022
Payments from the pension liability affected the Group's cash flow as follows:		
Within one year	50	43
Between one and five years	141	121
More than five years	949	926
Effect of discounting	-401	-415
Total	739	675

As the defined benefit plans are generally fully vested and the commitment is in the form of a paid-up policy, no payments were made in these pension plans. For plans that are not paid up, no payments are made, as they are secured through a provision in the balance sheet.

NOTE 36 Other provisions

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Restoration reserve, opening balance	346	331	346	331
Provision for the year	136	15	136	15
Provisions used during the year	-1	-	-1	-
Restoration reserve, closing balance	481	346	481	346
of which current portion	72	46	-	-
Restructuring reserve, opening balance	3	7	3	7
Provision for the year	6	6	6	6
Provisions used during the year	-5	-10	-5	-10
Restructuring reserve, closing balance	5	3	5	3
of which current portion	5	3	-	-
Other provisions, opening balance	42	38	42	38
Provision for the year	4	4	4	4
Provisions used during the year	-	-	-	-
Other provisions, closing balance	46	42	46	42
of which current proportion of total		-	-	-
of which current portion	77	49	-	-
Total provisions	532	392	532	392

Of these provisions, SEK 77 M (49) is considered to be current. The current portion consists of a restoration reserve of SEK 72 M (46), a restructuring reserve of SEK 5 M (3) and other provisions of SEK - M (-). The restoration reserve pertains to estimated future expenditures to remedy identified historical environmental damage. The assessment of future expenditure is based on investigations and technical analysis that are compiled and reported to the Swedish Transport Administration twice annually. The increase in the restoration reserve compared with the previous year is due to an increase in environmental investigations during the autumn, in which the need for additional measures have been identified, including measures to address possible PFAS contamination. A corresponding receivable has been booked against the Swedish Transport Administration, which is contractually obliged to reimburse Swedavia's expenses; see Note 25. The restructuring reserve corresponds to future expenditure related to severance pay for periods when terminated staff are off work during the notice period. Other provisions pertain to future expenditures to fund environment-related investments associated with the taxi parking & entry product which once approved by employee representatives could fund training activities for employees who are trade union members.

NOTE 37 Deferred tax

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Group, Dec 31, 2023	Deferred tax credit	Deferred tax liability
Temporary difference goodwill	—	-25
Temporary difference fixed assets	92	—
Temporary difference right-of-use assets	—	-213
Temporary difference biological assets	—	-14
Temporary difference trade receivables	5	—
Temporary difference financial instruments	—	-48
Temporary difference untaxed reserves	—	-179
Temporary difference pensions	—	-36
Temporary difference lease liabilities	233	—
Temporary difference current liabilities	96	—
Temporary difference unused tax loss/credit	497	—
Offset	-516	516
Total	408	—

Group, Dec 31, 2022	Deferred tax credit	Deferred tax liability
Temporary difference goodwill	—	-20
Temporary difference fixed assets	46	—
Temporary difference right-of-use assets	—	-217
Temporary difference biological assets	—	-10
Temporary difference trade receivables	2	—
Temporary difference financial instruments	—	-137
Temporary difference untaxed reserves	—	-206
Temporary difference pensions	—	-106
Temporary difference lease liabilities	236	—
Temporary difference current liabilities	93	—
Temporary difference unused tax loss/credit	458	—
Offset	-696	696
Total	138	—

Parent Company, Dec 31, 2023	Deferred tax credit	Deferred tax liability
Temporary difference unused tax loss/credit	497	—
Temporary difference fixed assets	141	—
Temporary difference current liabilities	96	—
Other temporary differences	8	—
Total	742	—

Parent Company, Dec 31, 2022	Deferred tax credit	Deferred tax liability
Temporary difference unused tax loss/credit	458	—
Temporary difference fixed assets	83	—
Temporary difference current liabilities	93	—
Other temporary differences	5	—
Total	638	—

NOTE 38 Interest-bearing liabilities

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Non-current interest-bearing liabilities				
Liabilities to credit institutions	4,800	4,200	4,800	4,200
Bond loans	5,150	4,600	5,150	4,600
Lease liabilities	968	972	—	—
Other interest-bearing liabilities	—	—	—	—
Total	10,918	9,772	9,950	8,800
Current interest-bearing liabilities				
Bond loans	849	1,450	849	1,450
Commercial paper	344	893	344	893
Lease liabilities	133	122	—	—
Total	1,326	2,465	1,193	2,343

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	Group				
	Dec 31, 2022	Cash flow	Changes not affecting cash flow		Dec 31, 2023
			New leases	Interest	
Changes in liabilities related to financing activities					
Liabilities to credit institutions	4,200	600	—	—	4,800
Bond loans	6,050	-51	—	—	5,999
Commercial paper	893	-549	—	—	344
Lease liabilities	1,094	-106	111	2	1,101
Total liabilities related to financing activities	12,237	-106	111	2	12,243

	Group				
	Dec 31, 2021	Cash flow	Changes not affecting cash flow		Dec 31, 2022
			New leases	Interest	
Changes in liabilities related to financing activities					
Liabilities to credit institutions	3,700	500	—	—	4,200
Bond loans	5,872	178	—	—	6,050
Commercial paper	100	793	—	—	893
Lease liabilities	1,144	-107	51	6	1,094
Total liabilities related to financing activities	10,816	1,364	51	6	12,237

	Parent Company		
	Dec 31, 2022	Cash flow	Dec 31, 2023
Changes in liabilities related to financing activities			
Bank loans	4,200	600	4,800
Bond loans	6,050	-51	5,999
Commercial paper	893	-549	344
Total liabilities related to financing activities	11,144	0	11,144

	Parent Company		
	Dec 31, 2021	Cash flow	Dec 31, 2022
Changes in liabilities related to financing activities			
Liabilities to credit institutions	3,700	500	4,200
Bond loans	5,872	178	6,050
Commercial paper	100	793	893
Total liabilities related to financing activities	9,672	1,471	11,143

NOTE 39 Loan liabilities

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Bank loans	4,800	4,200	4,800	4,200
Bond loans	5,999	6,050	5,999	6,050
Commercial paper	344	893	344	893
Total	11,144	11,144	11,144	11,144

CAPITAL MARKET PROGRAMME

Swedavia has a medium-term note (MTN) programme, denominated in SEK, for medium-term borrowing in the Swedish capital market. The limit is set at SEK 15,000 M (15,000) and total borrowings in the programme were SEK 5,000 M (4,801). Swedavia also has corporate bonds totalling SEK 999 M (1,249) pertaining to a private placement.

Swedavia has, in addition, a Swedish commercial paper programme. The limit for this is set at SEK 5,000 M (5,000), and total borrowings in the programme were SEK 344 M (893). Liabilities to credit institutions on the balance sheet date totalled SEK 4,800 M (4,200). At year-end, there was no unutilised framework loan. In the previous year, there was no unutilised framework loan.

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NOTE 40 Overdraft facilities

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Credit amount approved	300	300	300	300
Unused portion	-300	-300	-300	-300
Credit amount used	-	-	-	-

As of December 31, 2023, Swedavia had an overdraft facility of SEK 300 M (300), SEK- M (-of which was used on the balance sheet date.

NOTE 41 Other liabilities

	Group	
	Dec 31, 2023	Dec 31, 2022
Other liabilities	591	629
Total	591	629

NOTE 42 Accrued expenses and prepaid income

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Prepaid income	349	251	356	258
Accrued staff-related expenses	141	170	141	170
Accrued expenses, construction and properties	68	19	68	19
Accrued expenses, construction projects	61	112	55	112
Accrued interest	83	45	83	45
Other accrued expenses	90	112	86	108
Total	792	710	789	714

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Annual & Sustainability Report 2023↓ [Download PDF to print](#)**NOTE 43 Financial risks**

The Group is exposed to a number of different financial risks in its operations, which may have an impact on the company's profit, cash flow and valuation. Swedavia's financial policy identifies and defines these risks and governs the risk mandate and principles for calculation, reporting, monitoring and control. This policy is characterised by a low risk level, and compliance is ensured through quarterly reports to the Board of Directors. The Board adopts the policy each year, and assessment is on a continuous basis.

The Group's financing operations and financial risk management are centralised in the corporate Economy and Finance unit and are part of Swedavia's overall risk management methodology. The objective is to minimise the Group's capital costs through effective funding solutions while ensuring efficient management and control of the Group's financial risks.

Swedavia has exposure to changes in exchange rates, commodity prices and interest rates as well as when current market conditions and the Group's capital structure give rise to refinancing and credit risks. To minimise the Group's exposure to adverse fluctuations in interest rates, electricity prices and exchange rates, different kinds of derivatives are used.

CURRENCY RISKS

Currency risk is defined as the risk that movements in currency prices will have a negative impact on the Group's profit, financial position and/or cash flow. Since all subsidiaries are Swedish and use SEK as their currency, there is no translation exposure. Swedavia's financing is also denominated in SEK, which does not result in any financial currency exposure.

TRANSACTION EXPOSURE

Most revenue is not affected by any foreign exchange fluctuations as invoices are largely denominated in SEK. When invoicing is in a foreign currency, an internal match against supplier invoices is made in the corresponding foreign currency. For other payments in foreign currencies, currency hedges are entered into for spot prices, matching the foreign flow. Currency hedges are entered into in conjunction with the signing of a contract or on receipt of an invoice. According to the company's financial policy, net positions above the equivalent value of SEK 1 M per currency are hedged for at least 75% and for a maximum of 100% of those to be paid within two years. As of December 31, 2023, 91 per cent (95) of

forecast payments in foreign currencies were hedged. A 10% strengthening/weakening of the Swedish krona would decrease/increase costs by SEK 1.6 M (2) given Swedavia's exposure as of December 31, 2023. The nominal amount of outstanding currency hedges as of December 31, 2023, was SEK 161 M (231).

INTEREST RATE RISKS

Interest rate risk is defined as the risk that changes in market interest rates will have a negative impact on the Group's net interest income/expense.

As of December 31, 2023, Swedavia had external financing of SEK 11,145 M (11,144). To reduce the sensitivity to interest rate changes, Swedavia works actively with interest rate hedging through interest rate swaps and borrowing at fixed interest rates. On December 31, 2023, 91 per cent (92) of external financing was interest-rate hedged and 9 per cent (8) was not interest-rate hedged. On the balance sheet date, the nominal amount of interest rate swaps was SEK 6,850 M (7,100) with a fair value of SEK 240 M (567). Based on those hedges, a 1 percentage point increase in the interest rate would increase Swedavia's interest rate expenses by SEK 5.9 M (8.5), which means that operating profit would decrease by the equivalent amount. A 1 percentage point decrease in the interest rate would decrease Swedavia's interest rate expenses by SEK -5.9 M (-8.5) and thus increase operating profit by the equivalent amount. Current lock-in periods and financial instruments have been taken into account in carrying out the sensitivity analysis. According to the company's financial policy, interest rates shall be locked in for a period of not less than one year and not more than five years. On the balance sheet date, the interest rate lock-in period was 4.1 years (4.2).

COMMODITY PRICE RISKS

Swedavia's commodity price risk is concentrated in the purchase of electricity, and the way this is handled is governed in its financial policy. There is continuous hedging of electricity prices in accordance with the policy. Hedging takes place through electricity futures, in which spot prices are hedged, as well as through bilateral agreements with producers. The hedge ratio is correlated with the time horizon, and the hedging period may not exceed ten years. On the balance sheet date December 31, 2023, the hedge ratio was 93 per cent (80) of projected consumption for 2023. A 10 per cent increase/decrease in the price of electricity for the unhedged volume would have an increased/decreased effect on profit of SEK 0.3 M (0.2), given the current hedging level.

HEDGE ACCOUNTING

The Group applies cash flow hedging for its interest rate risk, currency risk and electricity price risk; the hedge relationship is in effect the entire time and is not restarted. In order to apply hedge accounting, hedge relationships must satisfy all criteria for hedge accounting. The Group determines the economic relationship between the hedged item and the hedging instrument to assess the effectiveness of the hedge. This is done by assessing the critical conditions

between the hedged item and the hedging instrument, which includes assessing the nominal amount, currency and cash flow date. If the critical conditions for the hedged item and the hedging instrument match, the hedge relationship is considered to be effective. The Group uses a one-to-one ratio in the hedge relationship for all current hedges that satisfy the criteria for hedge accounting. The effective portion of the changes in fair value recognised in other comprehensive income during the year was SEK -431 M (664).

Nominal amount by risk category of hedging instruments – Maturity structure

	Group, Dec 31, 2023						Total
	< 1 year	2 years	3 years	4 years	5 years	> 5 years	
Currency risk (EUR)	86	58	0	0	0	0	144
Currency risk (USD)	14	0	0	0	0	0	14
Currency risk (NOK)	3	0	0	0	0	0	3
Interest rate risk, SEK M (interest rate derivatives)	250	500	750	1,000	1,000	3,350	6,850
Commodity price risk (electricity – MWh)	103,224	72,239	52,560	26,280	0	0	254,303

Nominal amount by risk category of hedging instruments – Maturity structure

	Group, Dec 31, 2022						Total
	< 1 year	2 years	3 years	4 years	5 years	> 5 years	
Currency risk (EUR)	203	15	0	0	0	0	219
Currency risk (USD)	7	0	0	0	0	0	7
Currency risk (NOK)	5	0	0	0	0	0	5
Interest rate risk, SEK M (interest rate derivatives)	750	500	500	750	750	3,850	7,100
Commodity price risk (electricity – MWh)	89,759	52,704	43,800	26,280	0	0	212,543

As of December 31, 2023, Swedavia had a hedge reserve totalling SEK 191 M (533). The hedge reserve consists solely of current cash flow hedges. The change in the hedge reserve for equity concerning currency risk is mostly related to a weakening of the SEK. The change concerning interest rate risk is mostly related to interest rate derivatives having a positive

effect because market interest rates have risen, and the change concerning commodity price risk (electricity) is related to the higher positive value of electricity futures because the price of electricity has risen. The change in deferred tax is a residual related to all of the cash flow hedges and financial risks noted above. There were no reversals during the period.

Reconciliation of risk components in equity	Group	
	Dec 31, 2023	Dec 31, 2022
Opening balance, hedge reserves	533	6
Currency risk	-14	9
Interest rate risk	-328	601
Commodity price risk (electricity)	-90	54
Deferred tax	89	-137
Closing balance, hedge reserves	191	533

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CREDIT RISKS AND COUNTERPARTY RISKS

The Group's commercial and financial transactions give rise to credit risks. Credit risk refers to the risk of loss if the counterparty does not meet its contractual obligations. The credit risk that Swedavia is exposed to consists of financial credit risk and credit risk for trade receivables.

FINANCIAL CREDIT RISK

The credit risk for financial transactions arises when the Group invests liquid assets and when the Group enters into contracts for financial instruments with banks. A credit risk also arises when excess liquidity is invested in financial assets. The exposure allowed for financial investments is based on the limits in Swedavia's financial policy, which are related to ratings, ownership and the instrument's residual maturity. The maximum credit risk consists of the carrying amount of financial assets including derivatives with a positive market value. The Group's policy is to work with banks that have a good credit rating, and Swedavia has entered into ISDA master agreements with its counterparty banks.

Financial liabilities (including future interest expenses and derivative instruments) – Maturity structure

Bond loans	Bank loans	Commercial paper	Lease liabilities	Trade payables	Other liabilities	Derivative liabilities:
Interest rate derivatives (interest rate swaps)	Currency derivatives (FX futures and FX swaps)	Electricity derivatives	Total			

Group, Dec 31, 2023							
< 1 year	2 years	3 years	4 years	5 years	> 5 years	Total	
1,077	2,334	927	1,608	525	124	6,595	
235	234	235	722	2,337	2,335	6,099	
350	0	0	0	0	0	350	
133	138	128	126	125	451	1,101	
621	—	—	—	—	—	621	
—	—	—	—	—	—	—	
169	161	150	121	98	147	845	
148	58	0	0	0	0	206	
-60	4	2	2	—	—	-52	
2,673	2,928	1,442	2,579	3,084	3,058	15,765	

Financial liabilities (including future interest expenses and derivative instruments) – Maturity structure

Bond loans	Bank loans	Commercial paper	Lease liabilities	Trade payables	Other liabilities	Derivative liabilities:
Interest rate derivatives (interest rate swaps)	Currency derivatives (FX futures and FX swaps)	Electricity derivatives	Total			

Group, Dec 31, 2022							
< 1 year	2 years	3 years	4 years	5 years	> 5 years	Total	
1,609	976	1,753	577	1,568	107	6,591	
133	135	135	134	625	3,835	4,997	
903	—	—	—	—	—	903	
122	130	127	124	122	469	1,094	
613	—	—	—	—	—	613	
—	—	—	—	—	—	0	
-86	-66	-62	-60	-47	-80	-402	
-6	0	—	—	—	—	-6	
-79	-15	-19	-13	—	—	-126	
3,209	1,159	1,933	762	2,268	4,331	13,663	

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CREDIT RISK IN TRADE RECEIVABLES

The credit risk for commercial transactions arises when there is a risk that customers will not meet their payment obligations to the Group. For trade receivables, operations are run in accordance with a credit directive that regulates credit terms and working methods. Terms of payment are in most cases net 30 days. Swedavia's geographic market is Sweden, and as of December 31, 2023, the credit exposure on trade receivables was SEK 492 M (489). As of December 31, 2023, the carrying amount for the Group's biggest customer was SEK 98 M (103).

PROVISION FOR EXPECTED CREDIT LOSSES

A provision is made for expected customer credit losses on initial recognition. For trade receivables that do not include any material financial component, a simplified method is used so that the provision for expected credit losses is calculated and recognised based on expected credit losses for the entire residual maturity regardless of whether or not the credit risk has increased. Swedavia has chosen to use segmenting by customer category based on prospective information and historical data. The method is based on Sweden's forecast GDP trend and the effect of this on credit losses relative to historical credit losses in each customer category and their range. Furthermore, an assessment has been made of the customers' future financial ability to pay, based on market data, credit ratings and other financial information.

On each balance sheet date, the company assesses whether there are objective indicators of impairment. Objective indicators could be a breach of contract, such as a default or past due payment of interest or principal, significant financial difficulties for the debtor or a deterioration in creditworthiness, as well as credit risk exposure. The provision for expected credit losses as of December 31, 2023, was SEK 42 M, compared with SEK 26 M the year before. The increased provision for expected credit losses is mainly due to the fact that a major customer has been undergoing corporate restructuring since October 2023.

In estimating the provision for credit losses, Swedavia has used a credit rating from Bloomberg based on a default risk, which indicates the likelihood that a company will no longer be able to pay its debts. The credit rating divides companies into three main categories: "Investment grade" (low risk), "High yield" (stable risk) and "Distressed" (above-normal risk of default). Below is a summary of Swedavia's credit exposure and expected credit losses as of December 31, 2023, based on these categories:

Credit rating	Group, Dec 31, 2023		Parent Company Dec 31, 2023	
	Carrying amount	Expected credit losses	Carrying amount	Expected credit losses
Investment grade	261	0	259	0
High yield	73	2	73	1
Distressed	158	40	157	40
Total	492	42	489	42

Credit rating	Group, Dec 31, 2022		Parent Company, Dec 31, 2022	
	Carrying amount	Expected credit losses	Carrying amount	Expected credit losses
Investment grade	241	2	238	2
High yield	23	1	23	1
Distressed	224	23	224	23
Total	489	26	485	26

Age analysis	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Trade receivables not due	456	440	453	436
Trade receivables past due 1–30 days	19	17	19	17
Trade receivables past due 31–90 days	8	6	8	6
Trade receivables past due >90 days	9	25	8	26
Total	492	489	489	485

Expected credit losses	Group		Parent Company	
	2023	2022	2023	2022
Expected credit losses, opening balance	26	15	26	15
Reversal of expected credit losses	–25	–13	–25	–13
Booked credit losses	–0	–1	–0	–1
Provisioning for expected credit losses	41	26	41	26
Expected credit losses, closing balance	42	26	42	26

Provisioning for expected credit losses	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Trade receivables not due	19	24	19	23
Trade receivables past due 1–30 days	0	1	0	1
Trade receivables past due 31–90 days	21	1	21	1
Trade receivables past due >90 days	1	1	1	1
Total	42	26	42	26

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NOTE 44 Pledged assets and contingent liabilities

	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Pledged assets	872	926	10	12

Swedavia's pledged assets consist of shares and holdings in the joint ventures Swedish Airport Infrastructure KB and Swedish Airport Infrastructure AB, which totalled SEK 872 M (926), and pension obligations in endowment policies owned by the company of SEK 10 M (12).

CONTINGENT LIABILITIES

Swedavia also has obligations related to environmental requirements. Swedavia handles chemical substances and products in its operations and is responsible for waste, emissions, pollution and other impacts on the environment at Swedavia's airports. Swedavia's obligations cover events after the company was formed.

NOTE 45 Cash flow

SEK M	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Adjustments for items not included in the cash flow				
Profit from holdings in associate companies/Group companies	-52	-72	—	—
Capital gain on sale of operations/subsidiaries	—	-49	—	—
Depreciation, amortisation and impairment losses	1,462	1,250	1,463	1,253
Change in pension provisions	130	-302	-207	-7
Change in other provisions	140	16	140	16
Provision for possible repayment of restructuring aid	—	441	—	—
Other	-170	240	15	21
Total	1,510	1,524	1,412	1,283
Cash flow from acquisition/disposal of subsidiaries				
Disposal of subsidiaries	—	64	—	—

No acquisitions or divestments were completed in 2023. On March 21, 2022, four wholly owned subsidiaries – Logistic 4.1 Landvetter AB, Logistic 4.2 Landvetter AB, Logistic 4.3 Landvetter AB and Logistic 4.4 Landvetter AB – in the logistics park at Göteborg Landvetter Airport were sold.

The underlying property value was SEK 60 M, the capital gain was SEK 43 M, and the purchase price was SEK 54 M.

Transaction costs related to the sales totalled SEK 1 M in 2022.

Summary of effect on individual assets and liabilities in conjunction with the sales:

Effect on individual assets and liabilities in conjunction with the sale	Group	
	2023	2022
Fixed assets	—	16
Trade receivables	—	—
Other receivables	—	0
Intra-Group loans	—	5
Current tax liabilities	—	0
Current liabilities	—	0
Accrued expenses and prepaid income	—	0
Assets and liabilities sold, net	—	10
Purchase price received	—	54
Less liquid assets in the operations sold	—	—
Final payment received	—	4
Final payment not received	—	—
Plus repayment of intra-Group loan	—	5
Effect on liquid assets	—	64

Interest paid and dividend received	Group		Parent Company	
	Dec 31, 2023	Dec 31, 2022	Dec 31, 2023	Dec 31, 2022
Dividend received	90	79	25	700
Interest received	63	26	83	35
Interest paid	-347	-199	-322	-186

Short-term borrowings (maturity of three months or less) that are raised and repaid during the same month are offset.

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NOTE 46 Merger

No mergers were completed in 2023. In the previous year, the subsidiary Swedavia Airport Telecom (corporate identity number 556951-8193) merged with the Parent Company, Swedavia AB, on October 18, 2022.

Merger date	Swedavia Airport Telecom AB	
	2023	Oct 18, 2022
Net revenue	–	103
Operating income	–	68
Fixed assets	–	32
Current assets	–	122
Total assets	–	154
Total equity	–	117
Untaxed reserves	–	15
Liabilities	–	23
Total equity and liabilities	–	154

NOTE 47 Supplementary information for financial key metrics

Supplementary information for financial key metrics. For definitions and reasonings, see pages 149–150, “Key metrics”, and 151–152, “Definitions”.

DEBT/EQUITY RATIO

The debt/equity ratio is affected by the pension liability trend. The pension liability was SEK 702 M as of December 31, 2023, and SEK 572 M as of December 31, 2022.

RETURN ON OPERATING CAPITAL EXCLUDING CAPITAL GAINS, IMPAIRMENT LOSSES, DISPOSALS AND RESTRUCTURING COSTS

In calculating this key metric as of December 31, 2023, operating income for the rolling 12 months was adjusted by restructuring costs of SEK 6 M and impairment losses and disposals of SEK 130 M. Operating income as of December 31, 2022, for the rolling twelve months was adjusted by restructuring costs of SEK 6 M, impairment losses and disposals of SEK 22 M and capital gains of SEK 43 M.

NOTE 48 Events after the reporting period

There are no important events to report.

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Signatories to the Annual Report

The undersigned certify that the consolidated accounts and Annual Report have been prepared in conformity with international financial reporting accounting standards (IFRS) such as have been adopted by the European Union in line with generally accepted accounting principles and give a true and fair picture of the financial position and results of the Group and the Parent Company.

The Report of the Directors gives a true and fair picture of the performance of the Group's and the Parent Company's operations, financial position and results and describes significant risks and uncertainties faced by the companies included in the Group. The Board of Directors adopts the Sustainability Report.

Stockholm-Arlanda March 20, 2024

Åke Svensson
Chair of the Board

Tor Clausen
Board member

Nina Linander
Board member

Peter Blomqvist
Board member

Lars Mydland
Board member

Eva Nygren
Board member

Per Sjödel
Board member

Lottie Svedenstedt
Board member

Annica Ånäs
Board member

Agne Lindbom
Board member
Employee representative

Robert Olsson
Board member
Employee representative

Jonas Abrahamsson
CEO

Our Auditor's Report was submitted on March 20, 2024

KPMG AB

Tomas Gerhardsson
Authorised Public Accountant

The income statements and balance sheets of the Group and the Parent Company will be subject to approval at the Annual General on April 29, 2024.

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Auditor's report

To the general meeting of the shareholders of Swedavia AB, corp. id 556797-0818

REPORT ON THE ANNUAL ACCOUNTS AND CONSOLIDATED ACCOUNTS OPINIONS

We have audited the annual accounts and consolidated accounts of Swedavia AB for the year 2023, except for the corporate governance statement on pages 61-69. The annual accounts and consolidated accounts of the company are included on pages 57-113 in this document.

In our opinion, the annual accounts have been prepared in accordance with the Annual Accounts Act, and present fairly, in all material respects, the financial position of the parent company as of December 31, 2023 and its financial performance and cash flow for the year then ended in accordance with the Annual Accounts Act. The consolidated accounts have been prepared in accordance with the Annual Accounts Act and present fairly, in all material respects, the financial position of the group as of December 31, 2023 and their financial performance and cash flow for the year then ended in accordance with IFRS Accounting Standards, as adopted by the EU, and the Annual Accounts Act. Our opinions do not cover the corporate governance statement on pages 61-69. The statutory administration report is consistent with the other parts of the annual accounts and consolidated accounts.

We therefore recommend that the general meeting of shareholders adopts the income statement and balance sheet for the parent company and the group.

Our opinions in this report on the the annual accounts and consolidated accounts are consistent with the content of the additional report that has been submitted to the parent company's audit committee in accordance with the Audit Regulation (537/2014) Article 11.

BASIS FOR OPINIONS

We conducted our audit in accordance with International Standards on Auditing (ISA) and generally accepted auditing standards in Sweden. Our responsibilities under those standards are further described in the Auditor's Responsibilities section. We are independent of the parent company and the group in accordance with professional ethics for accountants in Sweden and have otherwise fulfilled our ethical responsibilities in accordance with these requirements. This includes that, based on the best of our knowledge and belief, no prohibited services referred to in the Audit Regulation (537/2014) Article 5.1 have been provided to the audited company or, where applicable, its parent company or its controlled companies within the EU.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinions.

KEY AUDIT MATTERS

Key audit matters of the audit are those matters that, in our professional judgment, were of most significance in our audit of the annual accounts and consolidated accounts of the current period. These matters were addressed in the context of our audit of, and in forming our opinion thereon, the annual accounts and consolidated accounts as a whole, but we do not provide a separate opinion on these matters.

INVESTMENTS IN CONSTRUCTION IN PROGRESS

See disclosure note 15, 19, 9 and 2 and accounting principles on page 79 in the annual accounts and consolidated accounts for detailed information and description of the matter.

DESCRIPTION OF KEY AUDIT MATTER

Construction in progress related to tangible fixed assets totaled MSEK 5,737 in the group and MSEK 5,607 in the parent company as at December 31, 2023. The group and the parent company conduct large investment projects at their ten airports, primarily related to Stockholm Arlanda Airport.

The accounting for construction in progress related to tangible fixed assets comprises several judgments, including whether costs incurred such as own time and borrowing costs are capitalizable, completion date, useful

lives and future value in use, which means that changed judgments could result in significant effects on the group's and the parent company's result and financial position.

RESPONSE IN THE AUDIT

In our audit, we have assessed the risks of the processes and internal controls for construction in progress related to tangible fixed assets.

We have also evaluated the accounting principles applied and, through sampling, substantively tested investment expenditure to assess activity, completion date, useful life and future value in use.

We have also assessed the disclosures for construction in progress related to tangible fixed assets that is included in the annual accounts and the consolidated accounts.

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OTHER INFORMATION THAN THE ANNUAL ACCOUNTS AND CONSOLIDATED ACCOUNTS

This document also contains other information than the annual accounts and consolidated accounts and is found on pages 2-56 and 117-152. The other information comprises also of the remuneration report which we obtained prior to the date of this auditor's report. The Board of Directors and the Chief Executive Officer are responsible for this other information.

Our opinion on the annual accounts and consolidated accounts does not cover this other information and we do not express any form of assurance conclusion regarding this other information.

In connection with our audit of the annual accounts and consolidated accounts, our responsibility is to read the information identified above and consider whether the information is materially inconsistent with the annual accounts and consolidated accounts. In this procedure we also take into account our knowledge otherwise obtained in the audit and assess whether the information otherwise appears to be materially misstated.

If we, based on the work performed concerning this information, conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

RESPONSIBILITIES OF THE BOARD OF DIRECTORS AND THE CHIEF EXECUTIVE OFFICER

The Board of Directors and the Chief Executive Officer are responsible for the preparation of the annual accounts and consolidated accounts and that they give a fair presentation in accordance with the Annual Accounts Act and, concerning the consolidated accounts, in accordance with IFRS Accounting Standards as adopted by the EU. The Board of Directors and the Chief Executive Officer are also responsible for such internal control as they determine is necessary to enable the preparation of annual accounts and consolidated accounts that are free from material misstatement, whether due to fraud or error.

In preparing the annual accounts and consolidated accounts The Board of Directors and the Chief

Executive Officer are responsible for the assessment of the company's and the group's ability to continue as a going concern. They disclose, as applicable, matters related to going concern and using the going concern basis of accounting. The going concern basis of accounting is however not applied if the Board of Directors and the Chief Executive Officer intend to liquidate the company, to cease operations, or has no realistic alternative but to do so.

The Audit Committee shall, without prejudice to the Board of Director's responsibilities and tasks in general, among other things oversee the company's financial reporting process.

AUDITOR'S RESPONSIBILITIES

Our objectives are to obtain reasonable assurance about whether the annual accounts and consolidated accounts as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs and generally accepted auditing standards in Sweden will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these annual accounts and consolidated accounts.

As part of an audit in accordance with ISAs, we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the annual accounts and consolidated accounts, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinions. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of the company's internal control relevant to our audit in order to

design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the company's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Board of Directors and the Chief Executive Officer.

- Conclude on the appropriateness of the Board of Directors' and the Chief Executive Officer's, use of the going concern basis of accounting in preparing the annual accounts and consolidated accounts. We also draw a conclusion, based on the audit evidence obtained, as to whether any material uncertainty exists related to events or conditions that may cast significant doubt on the company's and the group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the annual accounts and consolidated accounts or, if such disclosures are inadequate, to modify our opinion about the annual accounts and consolidated accounts. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause a company and a group to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the annual accounts and consolidated accounts, including the disclosures, and whether the annual accounts and consolidated accounts represent the underlying transactions and events in a manner that achieves fair presentation.

- Obtain sufficient and appropriate audit evidence regarding the financial information of the entities or business activities within the group to express an opinion on the consolidated accounts. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our opinions.

We must inform the Board of Directors of, among other matters, the planned scope and timing of the audit. We must also inform of significant audit findings during our audit, including any significant deficiencies in internal control that we identified.

We must also provide the Board of Directors with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, measures that have been taken to eliminate the threats or related safeguards.

From the matters communicated with the Board of Directors, we determine those matters that were of most significance in the audit of the annual accounts and consolidated accounts, including the most important assessed risks for material misstatement, and are therefore the key audit matters. We describe these matters in the auditor's report unless law or regulation precludes disclosure about the matter.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS CONCLUSIONS

In addition to our audit of the annual accounts and consolidated accounts, we have also audited the administration of the Board of Directors and the Chief Executive Officer of Swedavia AB for the year 2023 and the proposed appropriations of the company's profit or loss.

We recommend to the general meeting of shareholders that the profit be appropriated in accordance with the proposal in the statutory administration report and that the members of the Board of Directors and the Chief Executive Officer be discharged from liability for the financial year.

BASIS FOR OPINIONS

We conducted the audit in accordance with generally accepted auditing standards in Sweden. Our responsibilities under those standards are further described in the Auditor's Responsibilities section. We are independent of the parent company and the group in accordance with professional ethics for accountants in Sweden and have otherwise fulfilled our ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinions.

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RESPONSIBILITIES OF THE BOARD OF DIRECTORS AND THE CHIEF EXECUTIVE OFFICER

The Board of Directors is responsible for the proposal for appropriations of the company's profit or loss. At the proposal of a dividend, this includes an assessment of whether the dividend is justifiable considering the requirements which the company's and the group's type of operations, size and risks place on the size of the parent company's and the group's equity, consolidation requirements, liquidity and position in general.

The Board of Directors is responsible for the company's organization and the administration of the company's affairs. This includes among other things continuous assessment of the company's and the group's financial situation and ensuring that the company's organization is designed so that the accounting, management of assets and the company's financial affairs otherwise are controlled in a reassuring manner.

The Chief Executive Officer shall manage the ongoing administration according to the Board of Directors' guidelines and instructions and among other matters take measures that are necessary to fulfill the company's accounting in accordance with law and handle the management of assets in a reassuring manner.

AUDITOR'S RESPONSIBILITIES

Our objective concerning the audit of the administration, and thereby our opinion about discharge from liability, is to obtain audit evidence to assess with a reasonable degree of assurance whether any member of the Board of Directors or the Chief Executive Officer in any material respect:

- has undertaken any action or been guilty of any omission which can give rise to liability to the company, or

- in any other way has acted in contravention of the Companies Act, the Annual Accounts Act or the Articles of Association.

Our objective concerning the audit of the proposed appropriations of the company's profit or loss, and thereby our opinion about this, is to assess with reasonable degree of assurance whether the proposal is in accordance with the Companies Act.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with generally accepted auditing standards in Sweden will always detect actions or omissions that can give rise to liability to the company, or that the proposed appropriations of the company's profit or loss are not in accordance with the Companies Act.

As part of an audit in accordance with generally accepted auditing standards in Sweden, we exercise professional judgment and maintain professional scepticism throughout the audit. The examination of the administration and the proposed appropriations of the company's profit or loss is based primarily on the audit of the accounts. Additional audit procedures performed are based on our professional judgment with starting point in risk and materiality. This means that we focus the examination on such actions, areas and relationships that are material for the operations and where deviations and violations would have particular importance for the company's situation. We examine and test decisions undertaken, support for decisions, actions taken and other circumstances that are relevant to our opinion concerning discharge from liability. As a basis for our opinion on the Board of Directors' proposed appropriations of the company's profit or loss we examined whether the proposal is in accordance with the Companies Act.

THE AUDITOR'S EXAMINATION OF THE CORPORATE GOVERNANCE STATEMENT

The Board of Directors is responsible for that the corporate governance statement on pages 61-69 has been prepared in accordance with the Annual Accounts Act.

Our examination of the corporate governance statement is conducted in accordance with FAR's standard RevR 16 The auditor's examination of the corporate governance statement. This means that our examination of the corporate governance statement 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. We believe that the examination has provided us with sufficient basis for our opinions.

A corporate governance statement has been prepared. Disclosures in accordance with chapter 6 section 6 the second paragraph points 2-6 of the Annual Accounts Act and chapter 7 section 31 the second paragraph the same law are consistent with the other parts of the annual accounts and consolidated accounts and are in accordance with the Annual Accounts Act.

KPMG AB, P.O.Box 382, SE-101 27, Stockholm, was appointed auditor of Swedavia AB by the general meeting of the shareholders on April 28, 2023. KPMG AB or auditors operating at KPMG AB have been the company's auditor since 2019

Stockholm, March 20, 2024

KPMG AB

Tomas Gerhardsson

Authorised Public Accountant

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Sustainability is integrated in the company's management process

Swedavia's Board of Directors and executive management are ultimately responsible for the company's sustainability work and manage sustainability issues from a strategic perspective. Issues that are managed concern overall strategies, goals, measures and monitoring.

Sustainability issues are an integral part of business operations through the strategic focus, which is broken down into goals and activities in Swedavia's business plan. Each business area and operational area suggests goals and activities, for instance, from a climate perspective, and these goals are measured and monitored on a quarterly basis by the executive management. Swedavia's common goals and priorities are followed up by both the executive management and the Board of Directors. As a result, sustainability issues are integral to the entire organisation.

Swedavia's Board of Directors has overall responsibility for financial risks and opportunities, including climate-related risks and opportunities. Climate-related risks and other strategically important risks are reported to the Board on a quarterly basis in a risk report covering the entire Group. Swedavia monitors climate requirements

and expectations around the world, while its climate work is a natural part of the business plan process and in determining other strategically important risks.

GOVERNANCE

Swedavia's strategic focus, along with Swedavia's Code of Conduct, policies and guidelines, form the basis for sustainability work and its priorities. Swedavia monitors the strategic goals on a quarterly basis which are summarised in a quarterly report submitted to the executive management and the Board of Directors. Regular training and dialogues with employees, suppliers and other stakeholders are prioritised. Swedavia's leaders and employees are responsible for ensuring compliance with governing and reporting documents.

CODE OF CONDUCT

Swedavia's Code of Conduct is the foundation of all operations and specifies how Swedavia is to act in a sustainable and ethical manner, with an approach that all employees can be proud of. The Code of Conduct has been adopted by the Board of Directors and explicitly specifies expectations of how Swedavia's employees and suppliers shall conduct themselves.

Swedavia's Code of Conduct is updated annually by the Board of Directors and is based on the UN Global Compact and its ten principles grouped under human rights, labour, anti-corruption and the environment. It is the responsibility of each leader to communicate the Code of Conduct and ensure compliance with it, while all employees at Swedavia have individual responsibility for familiarising themselves with the Code and complying with it. Swedavia's Code of Conduct is always appended to agreements signed with suppliers and tenants.

In addition to the Code of Conduct, Swedavia has 20 Group-wide policies specifying the operational framework in a number of areas. The Code of Conduct and the environmental and energy policy are published on Swedavia's website. The remaining policies provide guidance for Swedavia's internal work and are not available to the public.

POLICIES PROVIDE THE FRAMEWORK

In addition to the Code of Conduct, Swedavia has 20 Group-wide policies specifying the operational framework in a number of areas.

ADOPTED BY SWEDAVIA'S BOARD OF DIRECTORS

- Financial policy
- Credit policy
- Security policy
- Environmental and energy policy
- Tax policy
- Risk policy

ADOPTED BY THE EXECUTIVE MANAGEMENT

- Anti-corruption policy
- Work environment policy
- Fire safety policy
- Crisis Management policy
- Aviation safety policy
- Insurance policy
- Information security policy
- Procurement policy
- Communication, information disclosure and insider policy
- Competition policy
- Quality policy
- Equal treatment and diversity policy
- Recruitment policy
- Training policy

The Board is assessed annually, in part through internal and external audits of Swedavia's climate work in compliance with its Airport Carbon Accreditation certification and of Swedavia's environmental and energy work in compliance with ISO 14001 environmental management standards. Priority material issues are analysed and assessed in the materiality analysis process.

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Stakeholder dialogue

To identify Swedavia’s material sustainability issues, dialogues are held regularly with stakeholders who affect or are affected by Swedavia’s operations. The stakeholder dialogue also provides the basis for the materiality analysis. A more extensive stakeholder dialogue than normal was conducted in 2022, ahead of Swedavia’s strategic focus being updated on the basis of the GRI

guidelines. External interviews were conducted with selected stakeholders within each stakeholder group in order to determine the needs, requirements and expectations of stakeholders. Work began on a new stakeholder dialogue in autumn 2023, in accordance with the CSRD’s requirements. This work is expected to be completed in 2024.



Stakeholder group	Corporate customers	Passengers	Employees	Owner	Partners	Society
Stakeholders	<ul style="list-style-type: none"> • Airlines and freight companies • Tenants • Advertising buyers • Ground handling companies • Mobility operators • Telecom operators 	<ul style="list-style-type: none"> • Passengers 	<ul style="list-style-type: none"> • Swedavia’s employees and managers • Other employees at the airports • Trade unions 	<ul style="list-style-type: none"> • Owner • Board of Directors 	<ul style="list-style-type: none"> • Investors and lending institutions/creditors • Insurance companies • Venture partners • Strategic suppliers 	<ul style="list-style-type: none"> • Government authorities • Trade associations and stakeholder organisations • Local contacts and politics • Academia and research institutes
Important issues	<ul style="list-style-type: none"> • Resource efficiency, waste management and circular economy • Emissions to air, including climate • Operational reliability and crisis management • Energy • Health and safety 	<ul style="list-style-type: none"> • Emissions to air, including climate • Health and safety • Energy 	<ul style="list-style-type: none"> • Health and safety • Emissions to air, including climate • Operational reliability and crisis management • Non-discrimination • Anti-corruption 	<p>No new interviews were held with the owner/ Board in 2022. The issues from the stakeholder analysis in 2019 remain:</p> <ul style="list-style-type: none"> • Economic results • Climate impact • Health and safety • Relevant offering based on customer needs • Innovation and digitisation 	<ul style="list-style-type: none"> • Emissions to air, including climate • Operational reliability and crisis management • Resource efficiency, waste management and circular economy • Diversity and equal opportunities • Health and safety 	<ul style="list-style-type: none"> • Emissions to air, including climate • Health and safety • Resource efficiency, waste management and circular economy • Noise • Soil degradation, pollution and decontamination

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Priority material issue	Definition	Why the issue is material	Target	Actual
Emissions to air, including climate	Emissions to air include greenhouse gases, ozone-depleting substances, nitrogen oxides, and sulphur oxides among other significant air emissions.	<p>In order to reduce global warming and help achieve the global climate goals, aviation's climate impact must be reduced.</p> <p>Swedavia has a direct impact in its own operations. The company also has an impact primarily in the customer/supplier chain, such as the transport of employees and customers to and from the airport, emissions in construction operations commissioned by Swedavia, and aviation's climate impact from take-offs and landings at Swedavia's airports.</p>	<ul style="list-style-type: none"> • No fossil carbon dioxide emissions from domestic flights by 2030. • Proportion of sustainable aviation fuel: 1 per cent by 2023. • Fossil-free contracts with relevant operators: 50 per cent by 2023. • Fossil-free airports – ACA 4+ or higher: nine airports in 2023. • Net zero emissions from construction operations by 2040: ten per cent reduction in emissions in 2023 relative to the comparison year 2015 	<ul style="list-style-type: none"> • Not measured • 1.8 per cent • 21 per cent • Nine airports • 13.2 per cent
Resource efficiency, waste management and circular economy	<p>How materials are produced, used and disposed of has an impact from a number of sustainability perspectives. It is important to consider, for example, the source of the materials and how they are produced and composed, resource efficiency and how materials/waste can be reused or recycled at the end of their life. Life cycle perspective and circularity are key words.</p> <p>Reducing resource use also helps to decrease climate impact.</p>	<p>Natural resources can be used and waste generated both in the company's own operations and in the rest of the value chain, for example at suppliers or customers.</p> <p>Swedavia has a direct impact on waste management and the use of natural resources in its own operations. Swedavia influences operators at the airport by providing them with facilities for sorting and recycling waste and can also exert influence by making demands on customers and suppliers.</p>	<ul style="list-style-type: none"> • No target set. 	<ul style="list-style-type: none"> • No target set
Health and safety	<p>Safety work is critical in order to run airport operations in general. For Swedavia, it is important to safeguard and maintain both the physical and psycho-social health of customers and employees.</p>	<p>Swedavia is responsible for safeguarding the physical and psycho-social health of people at its airports as well as ensuring the digital security and integrity of employees and customers at its ten airports.</p> <p>Swedavia has direct responsibility for aviation safety issues and shared responsibility with the police for maintaining public order.</p> <p>Swedavia has some indirect impact on other operators, for example, security service providers, building contractors, partners and customers.</p>	<ul style="list-style-type: none"> • Safety awareness: goal is to have a positive outcome trend. • No serious workplace accidents. • Implementation of information and cyber security measures; 100 per cent by 2023. 	<ul style="list-style-type: none"> • Achieved • Seven incidents • 95 per cent

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Priority material issue	Definition	Why the issue is material	Target	Actual
Operational reliability and crisis management	Operational reliability is about the product/service being available and capable of delivering the expected function at the expected time. Crisis management concerns the capacity to make proactive preparations for, manage and resolve crisis situations, for example in the event of downtime. Following dialogue with stakeholders, the issue of climate adaptation has also been added to the definition as it has a major impact on operational reliability.	Swedavia’s operational reliability and crisis management have an effect on the ability of customers and passengers to do business and to benefit from the products/services of the company and its customers. Swedavia’s operational reliability and crisis management also affect the connectivity of society as a whole, as the company is the national basic infrastructure of airports. Swedavia directly influences operational reliability and crisis management through the way in which the company conducts its operations. It is also works on this in collaboration with other operators at the airport.	• No target set. For a detailed description of Swedavia’s risk and crisis management work, see pages 31–40 and pages 119–122.	• No target set. For a detailed description of Swedavia’s risk and crisis management work, see pages 31–40 and pages 119–122.
Energy	Various forms of energy are used, such as fuel, electricity, heating and cooling. Energy can originate from renewable or non-renewable sources.	The impact of energy depends partly on the form in which it is used and partly on how much is used and the energy efficiency of such use. Energy is used in several parts of the value chain, both within the company’s own organisation and at suppliers, customers and the end consumer.	Energy efficiency, measured in terms of energy efficiency measures implemented: the measures must correspond to two per cent of the energy use for the previous year.	• Not achieved

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Risks in Swedavia's supplier work

A well-functioning supply chain is essential if Swedavia is to achieve its goals. As in the previous year, the challenges during the year have related mainly to the management of raw material shortages and gradual price increases, as well as the monitoring of ownership structures in the supply chain based on sanction lists.

Having a deep understanding of the supplier market and of the challenges and sustainability risks in those areas in which Swedavia carries out procurement is very important for the company's operations.

Swedavia complies with the Swedish Utilities Procurement Act, the Swedish Concessions Procurement Act and the Swedish Public Procurement Act in certain procurement areas. These laws stipulate requirements for procurement procedures and how compliance with these requirements is monitored. The Swedish State's ownership policy and principles for State-owned companies provide Swedavia with the basis for its sustainability work in procurement processes.

CATEGORY-BASED PURCHASING

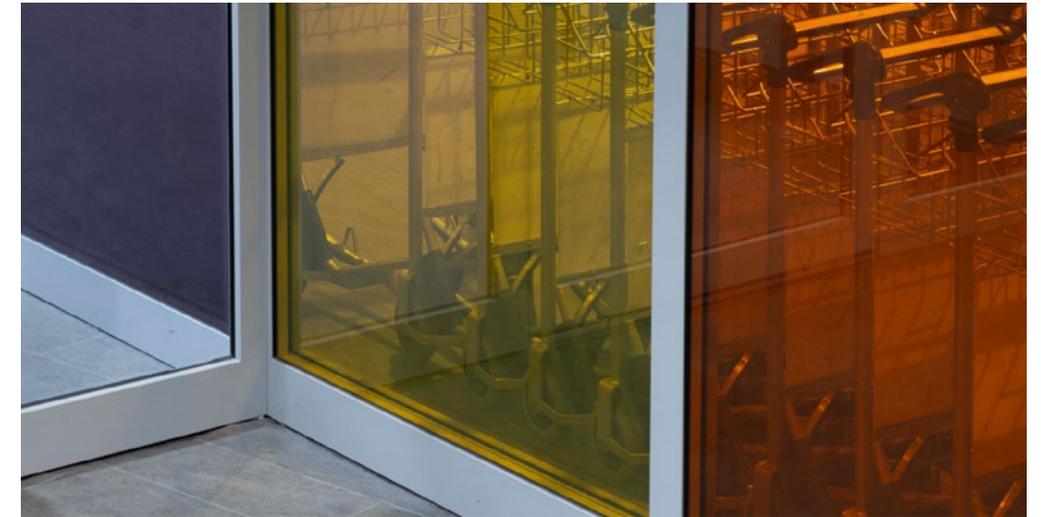
Swedavia Purchasing works according to categories, which are determined based on what the supplier market looks like. Swedavia's normal purchasing volume is around

SEK 5 billion in a normal year. In 2023, global unrest and inflation continued to have a negative effect on Swedavia's purchase prices. In Swedavia's view, 75 of its contracted suppliers are strategically important for operations and great focus is placed on monitoring them.

RISK ASSESSMENTS

Swedavia monitors suppliers from a sustainability perspective based on risk assessments. Risks are assessed based on environmental, human rights, social responsibility and anti-corruption aspects. Swedavia obtains support from the Swedish Public Procurement Agency's criteria library when specifying sustainability requirements in its procurement, where relevant.

Work to improve and develop the supply chain is carried out on a continuous basis.



GREATER STRIDES TOWARDS MORE SUSTAINABLE PROCUREMENT

In 2023, competence-enhancing measures were implemented in purchasing, with all buyers receiving training in due diligence with a focus on the analysis, prioritisation and management of risks. A similar competence-enhancing initiative has also been initiated for Swedavia staff who are responsible for collective bargaining agreements.

During the year, Swedavia reviewed the systems used in purchasing in order to take the next step in terms of following up sustainability requirements for our existing suppliers. As a result, the company has improved its ability to systematically follow up on sustainability requirements. The system support also helps to achieve a deeper insight into the supply chain.

Swedavia has also carried out an in-depth risk and impact analysis to identify the impact on human rights at both supplier and customer level in connection with the procurements that Swedavia makes.

This work has been carried out on the basis of the UN Guiding Principles on Business and Human Rights and each purchasing category has been reviewed for potential and actual risks. The risks identified have been analysed on the basis of severity and probability and then prioritised. The purchasing categories that involve the most serious risks of negative impact on human rights include construction services, technical equipment and IT.

Swedavia's Code of Conduct is always appended to agreements signed with suppliers.

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Impact of aviation and airports on climate and the environment

Swedavia has carried out consistent, long-term work to reduce fossil carbon dioxide emissions and other negative environmental impacts from its own operations. The company also carries out a range of activities that help to reduce the use of fossil fuels and fossil energy throughout the value chain.

At and around the airport

Swedavia has been fossil-free in its own airport operations since December 2020. Swedavia also stipulates stringent requirements for how partners must work in an environmentally friendly manner in order to operate at Swedavia's airports, with an ambitious goal of achieving completely fossil-free airports by 2025. All transport to and from the airport will also be fossil-free from 2030. In this way, Swedavia can contribute to a transition for the transport industry in the regions where the company operates. By 2040, Swedavia's construction operations will also be fossil-free according to Net Zero. In addition, Swedavia works on a range of environmental issues relating to the airport's current and previous operations through various projects.

CAREFUL PROGRESS IN COMPLEX PFAS CONTROL

Poly- and perfluoroalkyl substances (PFAS), or highly fluorinated substances, are a large and complex group of substances with varying properties and are widely used in society. All PFAS are very difficult to break down and some PFAS can have harmful effects, both for humans and the environment. All PFAS are synthetically produced and do not occur naturally in the environment. Until 2008, firefighting foam containing PFAS was used in firefighting exercises, among other things. Its use gave rise to extensive contamination problems in the soil and water around Swedavia's current airports. Since 2011, only fluorine-free firefighting foam has been used. Swedavia works actively in its investigatory work on PFAS contamination at the airports for which Swedavia has an environmental permit, with the exception of Åre Östersund Airport, where the Swedish Fortifications

Agency/Swedish Armed Forces carries out the investigatory work. All investigatory efforts under Swedavia's management follow action plans drawn up in compliance with Swedish Environmental Protection Agency guidelines for aftercare of contaminated areas and have been reported to the supervisory authority for the airport in question. The goal is to investigate the extent of contamination and identify any risks and remediation measures through risk assessments. A number of airports are in or nearing the remediation action plan phase, where different site-specific remediation strategies are compared and assessed. As the owner of a number of sites contaminated by PFAS, Swedavia is an important stakeholder in the work to drive the development of remediation measures for the aftercare of soil and water.

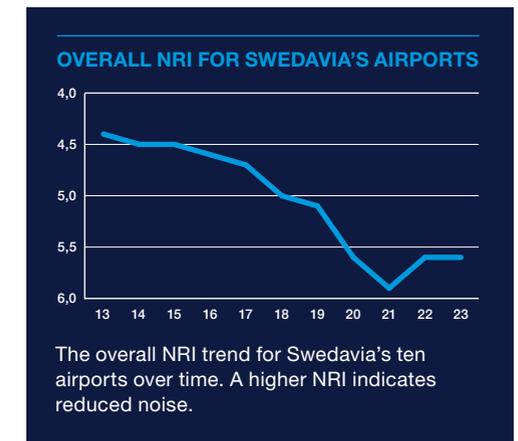
At the end of the year, one of the Nordic region's first and largest PFAS treatment plants for stormwater (A-train) came into operation at Stockholm Arlanda Airport. The treatment plant, which it is estimated will reduce PFAS by approximately 0.5 kg per year, was built as a temporary safeguard measure before a permanent treatment facility is established. It is a key measure in the work to reduce the spread of PFAS to the River Märsta and further to Lake Mälaren, which is used for drinking water.

Over the next few years, Swedavia plans to continue carrying out risk assessments and remediation investigations to reduce contamination levels. Treatment plants are planned for Visby Airport and Bromma Stockholm Airport, along with the establishment of new pilot facilities in Visby aimed at increasing the volume of soil that can be remediated on site locally.

REDUCED AVIATION NOISE

Swedavia has been actively working for many years to reduce aviation noise from its airports and for the noise exposure that nevertheless occurs to be considered acceptable relative to the social benefits of aviation. Noise pollution is calculated according to the ACI Noise Rating Index (NRI). The graph below shows how the aircraft fleet is moving towards quieter aircraft over time.

At Stockholm Arlanda Airport and Bromma Stockholm Airport, noise measurements at fixed points are taken over time in order to produce a noise map for different aircraft types in conjunction with take-off and landing, among other things. To reduce the noise impact, different methods are available such as insulation of buildings, higher take-off charges for noisier aircraft and curved approaches to avoid densely populated areas. Work is also under way on approaches where aircraft descend at a constant rate from their cruising altitude to the runway in order to reduce noise, which



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also saves fuel and reduces emissions. A total of 630 curved approaches were carried out at Göteborg Landvetter Airport, Malmö Airport and Stockholm Arlanda Airport in 2023, which reduced fossil carbon dioxide emissions by around 121 tonnes.

With the post-pandemic recovery in aviation and increased traffic, the number of noise complaints has increased significantly. Nearby residents who grew accustomed to a low traffic pattern during the pandemic are now experiencing increased noise pollution around a number of the airports as a result. It is therefore vital that Swedavia continues to maintain good communication with its neighbours through meetings and other measures.

MEASURES FOR EFFICIENT ENERGY USE

The past few years have been characterised by a volatile energy market, from record-high price levels in 2022 to falling prices in the second half of 2023. At the same time, the price of biofuel and district heating has risen.

Swedavia has implemented a range of energy efficiency measures, including switching to LED lighting and carrying out maintenance on energy facilities, operational optimisations and investments. The energy target of implementing energy efficiency measures corresponding to two per cent of the previous year's energy use was not achieved.

Energy use at Swedavia's airports totalled around 170 GWh in 2023 (159 GWh in 2022). This increase is largely the result of the increase in air traffic, the installation of a new security control and marketplace at Stockholm Arlanda Airport, as well as a significantly colder period during the final

quarter of the year, which was 17 per cent colder than the same period in 2022. Electricity use increased by three per cent, and heating increased by ten per cent.

IMPACT OF CONSTRUCTION OPERATIONS

To ensure that Swedavia's airports are attractive and modern and meet all safety requirements, development is always under way in the form of extensive construction and civil engineering projects.

Swedavia's goal of achieving net zero emissions from construction operations by 2040 includes building materials as well as transport and fuel. Gradual reductions began with a target of a ten-per-cent reduction for 2023 (compared with traditional construction in 2015), moving towards zero by 2040.

Swedavia stipulates extensive environmental requirements in all procurements relating to construction and civil engineering projects, with the aim of achieving a sound basic level for environmental management in all projects. In larger projects, the environmental requirements are continuously monitored by the project's environmental coordinator. Contractors with framework agreements with Swedavia also perform monitoring. A fundamental requirement when signing a contract is that the supplier must have structured environmental management work.

Swedavia uses mandatory climate calculations for projects with a value of over SEK 20 M. Through active, strategic building material selection, Swedavia has reduced its climate impact from construction. For example, projects have been carried out

where steel frames have been replaced with wooden frames, materials have been reused in the immediate vicinity, which has reduced the need for transport, sustainable fuel has been used in contracts and, for a warehouse building, the thickness of a concrete slab has been adapted according to need, reducing the amount of concrete used.

Swedavia's project activities involve a high proportion of installation work. However, the maturity of the industry for this type of work varies and there are numerous challenges for the reuse of materials relating to warranties, premises for interim storage and conveyance of the material. The reuse of materials often requires space for interim storage.

Replacing asphalt and concrete with climate-friendly alternatives in areas where flight operations take place is challenging, as these have requirements that do not permit the inclusion of recycled materials. Swedavia, together with InfraSweden, held an open workshop during the year on the theme of "fossil-free transport infrastructure" regarding climate-friendly asphalt and concrete for areas used for flight operations.

The target of a ten-per-cent reduction was achieved during the year, with an actual reduction of 13.2 per cent.

WASTE AND CIRCULARITY

Swedavia's Strategic vision 2030 includes long-term targets relating to circular business models, with a zero vision for waste. A major challenge to achieving circularity is the presence of mixed waste from composite materials that cannot be separated on site, but must be sorted later, which

is in conflict with the intermediate goal that all waste should be sorted at source. Documenting materials with information about their placement in the building and volume can also be challenging and requires significant resources for projects.

During the year, Swedavia carried out a resource mapping project to provide a basis for an action plan containing prioritised activities for achieving the strategic goal.

Hazardous waste from tenants is no longer handled by Swedavia and each external tenant must now instead enter into their own agreement with an approved waste contractor.

ENVIRONMENTAL PERMITS

In order to conduct airport operations, a permit is required in accordance with Chapter 9 of the Swedish Environmental Code. Environmental permits regulate, among other things, how operations are to be run in order to minimise the negative impact on human health or the environment.

Environmental permits also specify the extent to which operations are permitted as well as the precautions and protective measures that are required. At year-end 2023, Swedavia was responsible for eight airports whose operations are subject to a permit under the Swedish Environmental Code. The Swedish Armed Forces were responsible for environmental permits for the other two airports, Luleå Airport and Ronneby Airport.

A number of conditions for carrying out operations are included in the environmental permits. Annual follow up is done to monitor

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these conditions. Swedavia has 14 breaches out of a total of 186 conditions for Swedavia's ten airports.

SWEDAVIA'S OPERATIONS THAT ARE SUBJECT TO AN ENVIRONMENTAL PERMIT CONSIST MOSTLY OF:

- Environmentally hazardous operations under Chapter 9 of the Swedish Environmental Code (mainly airport operations).
- Water operations under Chapter 11 of the Swedish Environmental Code (mainly ponds, water treatment facilities and groundwater drainage).

During the year, two trial period reports were submitted to the Swedish Land and Environment Court concerning Göteborg Landvetter Airport's permits relating to flight paths and the functioning of stormwater treatment.

An application for a change of terms with regard to fuel handling at Visby Airport has been granted by the Environmental Permit Office.

Air traffic

Swedavia has set a strategic environmental target for five per cent of all aviation fuel used for refuelling in Sweden to be sustainable by 2025. In addition, domestic air travel is to be fossil-free by 2030 and all air travel in Sweden is to be fossil-free by 2045.

SUSTAINABLE AVIATION FUEL

Making aviation fossil-free requires sustainable aviation fuel. Sustainable aviation fuel is currently produced mainly from cooking oils

and slaughterhouse waste, but supply is far from sufficient. The supply of sustainable aviation fuel in the EU accounts for less than 0.05 per cent of the EU's total aviation fuel consumption. Sweden therefore needs large-scale production of advanced sustainable aviation fuel from multiple raw materials, such as residual products from forestry in the form of twigs, branches, roots and sawdust, something that can be produced while still maintaining biodiversity.

The Swedish Transport Agency's 2023 report "Air under green wings" shows it is possible to establish sufficiently high production of sustainable aviation fuel in Sweden to achieve fossil-free aviation if all the initiatives listed are implemented on a larger scale. A significant part of the solution for fossil-free aviation is therefore already in place here and now, but the large-scale approach is lacking. The growth of sustainable aviation fuel can be influenced by policy, regulations and demand.

In Sweden, aviation fuel is currently subject to a greenhouse gas reduction mandate, which means sustainable aviation fuel must be blended in with fossil aviation fuel. EU regulations apply to all airlines flying to and from EU member states and mean that from 2025 the airlines must include at least two per cent fossil-free fuel in the fuel mix. By 2050, the share of fossil-free fuel will be 70 per cent.

The share of sustainable aviation fuel used in Sweden in 2023 was 1.8 percent (0.46 per cent in 2022), according to data from Statistics Sweden.

COMMERCIAL ELECTRIC AVIATION SOON TO BECOME REALITY

Swedavia participates in several different collaborations and projects preparing the aviation industry for electrification. Contributing the company's expertise to various projects deepens understanding of the various needs of airports, flags up problematic issues and enables partners within the aviation industry to focus on working out the details so as to make the fossil-free aircraft of the future a reality and commercialise electric aircraft.

In 2022, Swedavia took a seat on Heart Aerospace Industry's Advisory Board. In a joint project with Heart Aerospace, SAS, BRA and Northvolt, the taxiing and turnaround process will be studied in detail and tested in a live environment at Malmö Airport in 2025 using a fully equipped electric

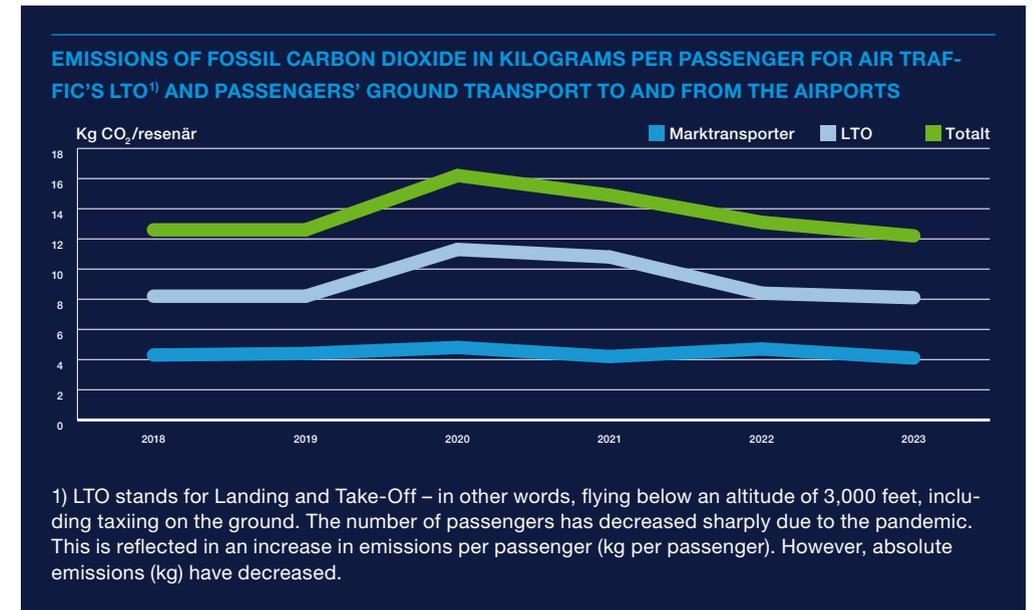
aircraft that cannot, however, fly. Swedavia's expertise in airport operation processes will be a valuable contribution to the trial.

In 2023, Swedavia focused on forming an opinion about the proportion of future fossil-free aircraft and routes at the company's airports, traffic patterns, and how this will change over time. Developing scenarios for electric and hydrogen-powered aircraft enables the company to better understand the physical and operational consequences for airports in the future.

Swedavia is also preparing several of its airports for electric aviation, including plans for a site at Stockholm Arlanda Airport with the relevant electrical infrastructure and a transformer station at Stand 11. The facility is expected to be ready in 2026.

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The Nordic Network for Electric Aviation (NEA), which gathers together several operators across the Nordic region, is particularly important for Swedavia as it provides the company with a forum for discussing issues with airport operators in neighbouring countries.

HYDROGEN AS AVIATION FUEL

As with electric aviation, extensive studies are required into hydrogen in order to understand the consequences for airports, and Swedavia is participating in an extensive project together with a number of airports and operators in the aviation and hydrogen industries around the Baltic Sea which will study the hydrogen ecosystem in relation to

aviation, from the production of hydrogen to the refuelling of an aircraft.

In 2023, Swedavia, Avinor, Airbus, SAS and Vattenfall held discussions about entering into a partnership to investigate the conditions for introducing hydrogen-powered aircraft at our airports. The partnership is set to be formalised in early 2024.

Swedavia has also produced an in-depth feasibility study on the consequences of using hydrogen for aviation at airports, with the related infrastructure requirements and associated risks.

CARBON FOOTPRINT, KILOTONNES OF CO₂

Airport	Air traffic		Ground transport		Swedavia		Total	
	2023	2022	2023	2022	2023	2022	2023	2022
Stockholm Arlanda Airport	179	158	86	87	1	1	265	246
Göteborg Landvetter Airport	38	34	22	18	0	0	59	52
Malmö Airport	13	13	12	16	0	0	25	27
Bromma Stockholm Airport	9	8	1.7	1	0	1	11	10
Umeå Airport	5.7	5	2	2	0	0	8	7
Luleå Airport	7.8	7	5.9	6	0	0	14	14
Åre Östersund Airport	2.1	2	1.3	1	0	0	3	3
Kiruna Airport	1.7	1.5	0.8	0.8	0	0	2.5	2.3
Ronneby Airport	1	1	0.5	0.4	0	0	1.5	1.4
Visby Airport	2	2	0.9	0.9	0	0	2.9	2.9
Total	259	233	133	133	1	2	392	364

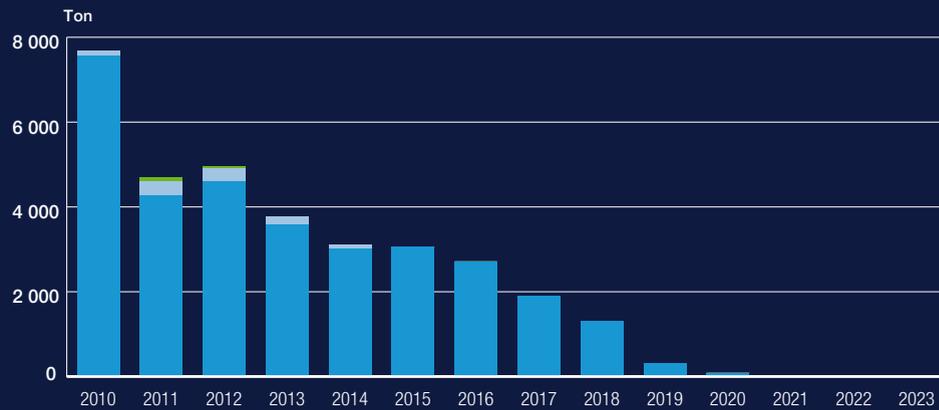
Percentage change, 2022–2023: +12% 0% -56% +8%

The carbon footprint for Swedavia's airports in 2023 reported here is broken down into emissions from air traffic in the LTO cycle (Landing and Take-Off cycle, flying below 3,000 feet including taxiing on the ground), passengers' ground transport to and from the airports, and Swedavia's own operations.

During the year, the carbon footprint of Swedavia's airports increased from approximately 364 kton CO₂ in 2021 to 392 kton CO₂ in 2022.

The data source for the number of passengers has changed since 2022. The total number of passengers in 2023 was approximately 32 million, which lowers the carbon emissions per passenger from 13.2 to 12.2.

TREND FOR SWEDAVIA'S ZERO TARGET FOR FOSSIL CARBON DIOXIDE EMISSIONS¹⁾



- Scope 1: Vehicle propellants, electricity and heat produced by Swedavia (used by Swedavia and sold) and firefighting exercises
- Scope 2: Purchased electricity and heat used by Swedavia
- Scope 3: Purchased electricity and heat sold to others

1) This goal includes Swedavia's emissions in scope 1 and 2 as well as purchased electricity and heat sold to others (scope 3). Scopes are defined by the Greenhouse Gas Protocol. For key metrics, see page 150. The actual outcome for all of 2023 was around 1 ton. tonnes.

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TCFD-aligned reporting

TCFD stands for the Task Force on Climate-Related Financial Disclosures. The effects of climate change are clear and may eventually have a significant impact on Swedavia's operations. Climate change and environmental destruction may cause structural changes that will affect the company's economic activities. This may have a positive or negative financial impact.

Swedavia has chosen to gradually implement the recommendations in TCFD's framework, which enables Swedavia to identify, assess and manage the most important climate-related risks and opportunities the company faces.

Governance	Strategy	Risk management	Metrics and targets
Recommended disclosures	Recommended disclosures	Recommended disclosures	Recommended disclosures
<p>A. Describe the Board's oversight of climate-related risks and opportunities.</p> <p>Pages 28–29, 83, 92–93, 119</p>	<p>A. Describe climate-related risks and opportunities the organisation has identified over the short, medium and long term.</p> <p>Page 129</p>	<p>A. Describe the organisation's processes for identifying and assessing climate-related risks.</p> <p>Pages 30–36</p>	<p>A. Disclose the metrics used by the organisation to assess climate-related risks and opportunities in line with its strategy and risk management process.</p> <p>Pages 8–12, 30–36</p>
<p>B. Describe management's role in assessing and managing climate-related risks and opportunities.</p> <p>Pages 28–29, 63, 65, 119</p>	<p>B. Describe the impact of climate-related risks and opportunities on the organisation's operations, strategy and financial planning.</p> <p>Pages 28–29, 31</p>	<p>B. Describe the organisation's processes for managing climate-related risks.</p> <p>Pages 31–36</p>	<p>B. Disclose scope 1, scope 2 and scope 3 greenhouse gas (GHG) emissions.</p> <p>Pages 24–29</p>
	<p>C. Describe the resilience of the organisation's strategy, taking into consideration different climate-related scenarios.</p> <p>Swedavia will develop its scenario work in 2024.</p>	<p>C. Describe how processes for identifying, assessing and managing climate-related risks are integrated into the organisation's overall risk management.</p> <p>Pages 31–36</p>	<p>C. Describe the targets used by the organisation to manage climate-related risks and opportunities and performance against targets.</p> <p>Pages 18–21, 24–29</p>

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Swedavia's reporting in accordance with the EU Taxonomy Regulation

The EU Taxonomy Regulation is a classification system for sustainable finances and is aimed at assessing whether an investment is environmentally sustainable. The EU Taxonomy is an important tool for achieving the EU's climate goals and the goals of the EU's green growth strategy, the European Green Deal.

For an economic activity to be classified as environmentally sustainable, it must make a substantial contribution to at least one of the six environmental objectives adopted without doing significant harm to any of the other environmental objectives and meet certain minimum requirements with regard to human rights, anti-corruption, competition and taxes.

Swedavia is required to report under article 1.2c of the Regulation (EU) 2020/852 on the establishment of a framework to facilitate sustainable investment and amending Regulation (EU) 2019/2088 (the Taxonomy Regulation).

Reporting according to the Taxonomy Regulation has been introduced in two phases, with Swedavia reporting for the financial year 2021 the proportion of its activities that are "Taxonomy-eligible". For the financial year 2022, the reporting requirements are more extensive, with the company having to specify the proportion of its activities that are "Taxonomy-aligned". This includes turnover, operating expenditure (OpEx) and capital expenditure (CapEx) related to these activities.

Swedavia has noted a trend towards increased harmonisation and implementation of airport operations within the EU Taxonomy. The previous lack of harmonisation led Swedavia to take a generally cautious approach in the application of the Taxonomy, which also affected the selection of activities reported in previous years, both in terms of the number and scope of taxonomy-compliant activities. Swedavia has gradually expanded the scope of application of the Taxonomy, which includes the addition of more activities and expansion of the economic activities included.

Swedavia has conducted an analysis to identify specific activities within the EU Taxonomy that are significant to the company's operations. In this process, the company has carefully selected and limited the scope of the activities to be reported for the 2023 financial year. In connection with this, Swedavia has undertaken to interpret the selected activities and the associated criteria.

With respect to the six environmental objectives set out in the EU Taxonomy, Swedavia has determined that "Climate change mitigation" is the objective that is most relevant to the company's operations. This insight has led the company to prioritize this specific environmental objective in its Taxonomy report for the current year. In addition, Swedavia has conducted an assessment of the criteria

for "Do No Significant Harm" (DNSH) and an in-depth analysis of the UN Guiding Principles on Business and Human Rights.

The purpose of this review was to determine the extent to which the company's activities are aligned with the requirements set out in the Taxonomy.

The EU Taxonomy is not in itself an exhaustive list of sustainable activities, as many sustainable activities are not currently included in the EU Taxonomy. The reporting therefore does not provide an accurate picture of the sustainability of Swedavia's operations. The selection of economic activities that Swedavia reports may change in the future, based on changes in interpretations and/or industry-specific standards that cover airport operations.

DNSH (Do No Significant Harm)

CLIMATE CHANGE ADAPTATION

Swedavia has also prepared a TCFD report (see page 128) and a risk bank that is used throughout the organisation to work systematically with risks. Templates have also been developed and filled in to assess, evaluate and manage the climate-related risks associated with its economic activities.

In 2023, we continued this work by identifying physical risks. Based on the risks we identified, we will develop strategies to adapt in order to proactively address and mitigate these risks.

Our focus in the long-term implementation of the climate adaptation plan is the implementation of physical adaptation measures.

This includes strengthening and improving infrastructure and the adaptation of buildings and other facilities to increase their ability to withstand extreme weather events and other adverse effects that may arise as a result of climate change. Through this work, Swedavia is striving to ensure that it can continue to carry out robust and sustainable operations characterised by efficiency, even under changing environmental conditions.

SUSTAINABLE USE AND PROTECTION OF WATER AND MARINE RESOURCES

Swedavia has a significant environmental impact on nearby surface water and groundwater resources since large, hardened surfaces change conditions for the filtration and concentration of surface water runoff into recipient water bodies. In Swedavia's operational area, the historical use of fire-fighting foam has left residual contaminants containing PFAS which spread to nearby soil and water. Swedavia therefore works actively with the retention and treatment of stormwater, as well as with the identification

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and separation of streams of pollution that are treated locally in order to reduce the load on nearby surface water and groundwater resources. Swedavia is at the cutting edge in evaluating, among other things, pilot trials to assess new technology for treating PFAS and has extensive sampling and mapping activities, which also include the study of environmental quality norms of recipient water bodies.

TRANSITION TO A CIRCULAR ECONOMY

Extensive environmental requirements are specified and recognised standards adhered to for all construction projects in order to reduce their environmental impact. For 2023, Swedavia has adopted a new goal of net zero emissions from construction operations. Environmental requirements include, for example, material selection managed through the non-profit organisation for material selection Byggarubedömningen as well as energy, resource use, vehicles, propellants and waste; read more on pages 29 and 53.

POLLUTION PREVENTION AND CONTROL

Systematic work for noise and dust abatement etc. is included in preventive measures for construction work. The work to submit environmental permits also includes measuring emissions in compliance with relevant best available techniques (BAT) conclusions.

PROTECTION AND RESTORATION OF BIODIVERSITY AND ECOSYSTEMS

Swedavia evaluates its impact on biodiversity for all environmental permit applications. To gain an understanding of the

biodiversity around the airports, Swedavia has compiled natural heritage inventories. Swedavia sees a need to continue developing this work to align with future international biodiversity requirements.

Criteria for minimum safeguards

HUMAN RIGHTS

Swedavia respects all internationally recognised human rights and commits to and runs its operations in accordance with the UN Guiding Principles on Business and Human Rights. In accordance with these principles, Swedavia has identified and assessed the risks and the impact that its operations have on human rights. Through due diligence, internal processes and governing documents have been strengthened in order to systematically and continuously identify all kinds of risks to human rights throughout the value chain. In 2023, Swedavia strengthened and developed the work to identify, assess, prioritise and manage human rights risks in its supplier and customer chains. Read more about human rights work on page 118 and 123.

No one on Swedavia's Board of Directors or executive management has been convicted of any human rights violation.

TAXES

Swedavia has a tax policy which stipulates that Swedavia shall comply with the laws in effect regarding taxes, both in the design and aim of the laws, see pages 65 and 119.

COMPETITION

Swedavia has a competition policy which stipulates that the company shall work under conditions of free competition, including equal conditions, in compliance with applicable laws and regulations, including competition regulations.

DEFINITIONS OF THE KPIS TURNOVER, OPERATING EXPENDITURE AND CAPITAL EXPENDITURE

Prerequisites for the preparation of reporting according to the EU Taxonomy Regulation. In accordance with the EU Taxonomy Regulation, the Groups reporting is done in millions of Swedish kronor (SEK M) without decimal places unless otherwise stated. The amounts recognised have in some cases been rounded off. In cases where the amount is less than SEK 1 M and rounded down, this is presented as a zero (0); if there is no value, a dash (—) has been used. This means that the values in tables and calculations do not always add up. For percentages the outcome is presented with one decimal; if the value is missing, this is indicated with a dash (—).

Turnover

The EU taxonomy's definition of the key performance indicator (KPI) turnover has been interpreted by Swedavia to mean the Group's net revenue for economic activities governed by the taxonomy, broken down into environmentally sustainable and not environmentally sustainable activities, divided by the Group's total net revenue. See Note 4, "Net revenue" for more information.

Most of the share of net revenue that is Taxonomy-eligible and considered to be

environmentally sustainable pertains to income from the sale of heat and cooling under activity 4.24, Production of heat/cool from bioenergy, which is reported under "Property revenue" in Note 4. Revenue from 4.24 has been calculated based on the share of Swedavia's own production relative to total use multiplied by total revenue from the sale of heat and cooling.

The share of turnover that is Taxonomy-eligible but considered not environmentally sustainable pertains primarily to revenue from activity 7.7, Acquisition and ownership of buildings. In the 2023 reporting, the definition of buildings included in the activity has been expanded to include buildings used in airport operations. For buildings used in airport operations, revenue from the areas relating to Retail, Food & Beverage and rental of premises has been included. Swedavia has chosen to exclude other parts of buildings based on the assessment that these areas do not have a clear link to the definition of economic activity 7.7, Acquisition and ownership of buildings. The proportion of net revenue included in activity 7.7 refers primarily to revenue from Retail, Food & Beverage reported on the Retail, Food & Beverage line in Note 4, as well as rental revenue reported on the Property Revenue line in Note 4. Revenue from activity 6.20, Air transport ground handling operations, which is a new activity for the 2023 reporting, refers to revenue from the Aviation Business. Revenue from the activity is mainly reported on the line Ground Handling in Note 4, but also on the line Aircraft-related revenue in Note 4. Income from activity 6.17, Low-carbon airport infrastructure, is attributable to

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revenue in Aviation Business, where an assumption was made that revenue is roughly on a par with costs. Swedavia's interpretation of 6.17 is conservative, with most of its fossil-free airport operations excluded from this economic activity given that they cannot be traced to this activity.

Swedavia has issued green bonds, where the green bonds have resulted in sales of SEK 2 million from activity 4.24, Production of heat/cool from bioenergy, in 2023.

Capital expenditure (CapEx)

The EU Taxonomy's definition of the KPI capital expenditure has been defined by Swedavia as investments in Taxonomy-eligible activities, broken down into environmentally sustainable and not environmentally sustainable activities, divided by the Group's total investments.

Investments are recognised as the cost of an asset, excluding depreciation, amortisation and any impairment losses as well as any revaluation to fair value. Cost includes the purchase price and fees directly attributable to bringing the asset to the location and condition necessary for it to be capable of operating in the manner intended during the year. For more information about investments, see Note 3, "Segment reporting", Note 14, "Intangible assets" and Note 15, "Fixed assets".

The main Taxonomy-eligible investments considered to be environmentally sustainable pertain to investments aligned with activity 4.24, Production of heat/cool from bioenergy. These investments were in airport operations.

Investments made in the activities that Swedavia has reported but which are not considered to be environmentally sustainable pertain primarily to activity 7.7, Acquisition and ownership of buildings, and in all material respects investments in buildings used in airport operations.

The definition of which buildings and parts of buildings are included in the activity has been expanded in the reporting for 2023. See the section "Turnover" above for further information. Within airport operations, investments have been made which are attributable to activity 3.4 Maintenance of roads and motorways of roads and earthworks, which is a new activity for the 2023 reporting.

Swedavia has issued Green bonds in 2023. Our review shows that these bonds have resulted in investments of SEK 22 M in 2023 from activity 4.24, Production of heat/cool from bioenergy.

Operating expenditure (OpEx)

The EU Taxonomy's definition of the KPI operating expenditure is significantly narrower than the common definition from a financial management perspective, where operating expenses are defined as the sum of external costs and staff expenses. Based on the EU Taxonomy's definition, operating expenditure comprises research and development costs, renovation costs, short-term rental costs and costs for repair and maintenance. Based on the total external costs that Swedavia reports – see "External costs" in the consolidated income statement on page 70 – a judgement was made about which costs are included in the definition. Swedavia has expanded the



definition of operating expenditure in 2023 to include our own labour costs related to repairs and maintenance. In order to extract operating expenditure in accordance with the EU Taxonomy's definition, certain simplifications and assumptions were made in the determination of total operating expenditure and, where applicable, in the determination of operating expenditure for individual activities.

Most of the share of operating expenditure that is Taxonomy-eligible and considered to be environmentally sustainable pertains to operating expenditure from the sale of heat and cooling in activity 4.24, Production of heat/cool from bioenergy. Operating expenditure is reported in the Airport Operations segment as external costs; see Note 3, "Segment reporting".

The proportion of operating expenditure for Taxonomy-eligible activities considered not environmentally sustainable pertains primarily to activity 7.7, Acquisition and ownership of buildings. For a delimitation of which buildings or parts of buildings are included in the activity, see the section "Turnover"

above. The operating expenditure for 7.7 is calculated based on the assumption that the operating expenditure corresponds to the proportion (as a per cent) of the area attributable to activity 7.7 divided by the total area of the buildings and multiplied by the total operating expenditure of the buildings.

Operating expenditure attributable to 7.7, Acquisition and ownership of buildings, is reported in "External costs" in the consolidated income statement on page 70 in both airport operations and real estate operations. See also Note 3, Segment reporting and Operating expenditure. For the activities, 3.4, Maintenance of roads and motorways, 6.17, Low carbon airport infrastructure and 6.20, Air transport ground handling operations, operating expenditure is attributable to airport operations and reported on "External costs" in the consolidated income statement.

Swedavia has issued green bonds, but we determined in our review that the green bonds did not result in any Taxonomy-aligned operating expenditure in 2023.

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TURNOVER

Financial Year 2023

Economic activities (1)	Code (2)	Year		Substantial contribution criteria						DNSH criteria (‘Does Not Significantly Harm’)							Proportion of Taxonomy-aligned (A.1.) or -eligible (A.2.) turnover, year 2022 (18) %	Category enabling activity (19) E	Category transitional activity (20) T
		Turnover (3) MSEK	Proportion of turnover (4) %	Climate change mitigation (5) %	Climate change adaptation (6) %	Water (7) %	Pollution (8) %	Circular economy (9) %	Biodiversity (10) %	Climate change mitigation (11) Y/N	Climate change adaptation (12) Y/N	Water (13) Y/N	Pollution (14) Y/N	Circular economy (15) Y/N	Biodiversity (16) Y/N	Minimum safeguards (17) Y/N			
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1. Environmentally sustainable activities (Taxonomy-aligned)																			
Production of heat/cool from bioenergy	CCM 4.24	24	0.4	Y	N/EL	N/EL	N/EL	N/EL	N/EL	–	Y	Y	Y	–	Y	Y	0.4		
Installation, maintenance and repair of charging stations for electric vehicles in buildings (and parking spaces attached to buildings)	CCM 7.4	0	0.0	Y	N/EL	N/EL	N/EL	N/EL	N/EL	–	Y	–	–	–	–	Y	0.0	E	
Turnover of environmentally sustainable activities (Taxonomy-aligned) (A.1)		24	0.4	0.4	–	–	–	–	–	Y	Y	Y	Y	–	Y	Y	0.4		
Of which enabling		0	0.0	0.0	–	–	–	–	–	Y	Y	–	–	–	–	Y	0.0	E	
Of which transitional		–	–	0.0						–	–	–	–	–	–	–	–		T
A.2 Taxonomy-Eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)																			
Low carbon airport infrastructure	CCM 6.17	3	0.0	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0.1		
Air transport ground handling operations	CCM 6.20	295	5.0	EL	N/EL	N/EL	N/EL	N/EL	N/EL								– 1)		
Acquisition and ownership of buildings	CCM 7.7	858	14.5	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0.3		
Turnover of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)		1,156	19.5	19.5	–	–	–	–	–								0.4		
Turnover of Taxonomy-eligible activities (A.1+A.2)		1,180	19.9	19.9	–	–	–	–	–								0.8		
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
Turnover of Taxonomy-non-eligible activities (B)		4,751	80.1																
Total		5,931	100																

1) New activity for 2023, which means that there is no comparison with the previous financial year.

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CAPITAL EXPENDITURES (CAPEX)

Financial Year 2023

Economic activities (1)	Code (2)	Year	Capex (3) MSEK	Proportion of Capex (4) %	Substantial contribution criteria					DNSH criteria (‘Does Not Significantly Harm’)							Proportion of Taxonomy-aligned (A.1.) or -eligible (A.2.) Capex, year 2022 (18) %	Category enabling activity (19) E	Category transitional activity (20) T
					Climate change mitigation (5) %	Climate change adaptation (6) %	Water (7) %	Pollution (8) %	Circular economy (9) %	Biodiversity (10) %	Climate change mitigation (11) Y/N	Climate change adaptation (12) Y/N	Water (13) Y/N	Pollution (14) Y/N	Circular economy (15) Y/N	Biodiversity (16) Y/N			
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1. Environmentally sustainable activities (Taxonomy-aligned)																			
Production of heat/cool from bioenergy	CCM 4.24	22	1.0	Y	N/EL	N/EL	N/EL	N/EL	N/EL	–	Y	Y	Y	–	Y	Y	0.0		
Installation, maintenance and repair of charging stations for electric vehicles in buildings (and parking spaces attached to buildings)	CCM 7.4	2	0.1	Y	N/EL	N/EL	N/EL	N/EL	N/EL	–	Y	–	–	–	–	Y	0.0	E	
Installation, maintenance and repair of instruments and devices for measuring, regulation and controlling energy performance of buildings	CCM 7.5	1	0.1	Y	N/EL	N/EL	N/EL	N/EL	N/EL	–	Y	–	–	–	Y	Y	0.0	E	
Capex of environmentally sustainable activities (Taxonomy-aligned) (A.1)		25	1.2	1.2	–	–	–	–	–	Y	Y	Y	Y	–	Y	Y	0.1		
Of which enabling		3	0.2	0.2	–	–	–	–	–	Y	Y	–	–	–	–	Y	0.1	E	
Of which transitional		–	–	0.0						Y	Y	–	–	–	–	Y	0.0	T	
A.2 Taxonomy-Eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)																			
Maintenance of roads and motorways	CE 3.4	152	7.2	N/EL	N/EL	N/EL	N/EL	N/EL	N/EL								– 1)		
Low carbon airport infrastructure	CCM 6.17	1	0.1	EL	N/EL	N/EL	N/EL	N/EL	N/EL								–		
Air transport ground handling operations	CCM 6.20	28	1.3	EL	N/EL	N/EL	N/EL	N/EL	N/EL								– 1)		
Installation, maintenance and repair of energy efficiency equipment	CCM 7.3	27	1.3	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0,6		
Acquisition and ownership of buildings	CCM 7.7	320	15.1	EL	N/EL	N/EL	N/EL	N/EL	N/EL								–		
Capex of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)		529	24.9	17.8	–	–	–	7.2	–								0,6		
Capex of Taxonomy-eligible activities (A.1+A.2)		555	26.1	18.9	–	–	–	7.2	–								0,7		
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
Capex of Taxonomy-non-eligible activities (B)		1,568	73.9																
Total		2,123	100																

1) New activity for 2023, which means that there is no comparison with the previous financial year.

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OPERATIONAL EXPENDITURE (OPEX)

Economic activities (1)	Code (2)	Year	Opex (3) MSEK	Proportion of Opex (4) %	Substantial contribution criteria					DNSH criteria ('Does Not Significantly Harm')							Proportion of Taxonomy- aligned (A.1.) or -eligible (A.2.) Opex, year 2022 (18) %	Category enabling activity (19) E	Category transitional activity (20) T
					Climate change mitigation (5) %	Climate change adaptation (6) %	Water (7) %	Pollution (8) %	Circular economy (9) %	Biodiversity (10) %	Climate change mitigation (11) Y/N	Climate change adaptation (12) Y/N	Water (13) Y/N	Pollution (14) Y/N	Circular economy (15) Y/N	Biodiversity (16) Y/N			
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1. Environmentally sustainable activities (Taxonomy-aligned)																			
Production of heat/cool from bioenergy	CCM 4.24	2	0.7	Y	N/EL	N/EL	N/EL	N/EL	–	Y	Y	Y	Y	–	Y	Y	0.8 2)		
Installation, maintenance and repair of charging stations for electric vehicles in buildings (and parking spaces attached to buildings)	CCM 7.4	1	0.2	Y	N/EL	N/EL	N/EL	N/EL	–	Y	–	–	–	–	–	Y	0.3	E	
Opex of environmentally sustainable activities (Taxonomy-aligned) (A.1)		2	1.0	1.2	–	–	–	–	Y	Y	Y	Y	Y	–	Y	Y	2.0		
Of which enabling		1	0.2	0.2	–	–	–	–	Y	Y	–	–	–	–	–	Y	0.0	E	
Of which transitional		0	0.0	0.0					–	–	–	–	–	–	–	–	0.0		T
A.2 Taxonomy-Eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)																			
Maintenance of roads and motorways	CE 3.4	1	0.8	N/EL	N/EL	N/EL	N/EL	N/EL	N/EL								– 1)		
Low carbon airport infrastructure	CCM 6.17	3	1.1	EL	N/EL	N/EL	N/EL	N/EL	N/EL								1.7		
Air transport ground handling operations	CCM 6.20	5	2.4	EL	N/EL	N/EL	N/EL	N/EL	N/EL								– 1)		
Acquisition and ownership of buildings	CCM 7.7	12	5.2	EL	N/EL	N/EL	N/EL	N/EL	N/EL								1.8		
Opex of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)		21	9.4	8.8	–	–	–	0.6	–								3.5		
Opex of Taxonomy-eligible activities (A.1+A.2)		23	10.4	9.8	–	–	–	0.6	–								13.6		
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
Opex of Taxonomy-non-eligible activities (B)		203	89.6																
Total		226	100																

1) The definition of operating expenditure for the activity has been changed compared to the previous year.

2) New activity for 2023, which means that there is no comparison with the previous financial year.

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	NUCLEAR ENERGY AND FOSSIL GAS RELATED ACTIVITIES	YES/NO
In brief	Nuclear energy related activities	
Strategic focus	The undertaking carries out, funds or has exposures to research, development, demonstration and deployment of innovative electricity generation facilities that produce energy from nuclear processes with minimal waste from the fuel cycle.	No
Operations	The undertaking carries out, funds or has exposures to construction and safe operation of new nuclear installations to produce electricity or process heat, including for the purposes of district heating or industrial processes such as hydrogen production, as well as their safety upgrades, using best available technologies.	No
Financial information	Fossil gas related activities	
→ Sustainability notes	The undertaking carries out, funds or has exposures to construction or operation of electricity generation facilities that produce electricity using fossil gaseous fuels.	No
	The undertaking carries out, funds or has exposures to construction, refurbishment, and operation of combined heat/cool and power generation facilities using fossil gaseous fuels.	No
	The undertaking carries out, funds or has exposures to construction, refurbishment and operation of heat generation facilities that produce heat/cool using fossil gaseous fuels.	No
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Swedavia's role as an employer essential to society

Swedavia's airports should be an obvious choice for anyone who wants to work in a business essential to society with attractive working conditions and a safe, stimulating and inclusive work environment with a broad range of backgrounds and skills throughout the company.

In the recent turbulent years of the Covid-19 pandemic and its aftermath, operations were affected in a number of ways, not least by difficult working conditions, shortages of skills and resources, and a concentration of efforts as air travel recovered. In light of this, Health & Wellbeing was highlighted early on as a focus area and a number of supportive initiatives were implemented as a result.

Fortunately, Swedavia as a company has found itself in a much more stable situation over the past year than it was last summer. This has also enabled the organisation to promote forward-looking development work within social sustainability in two further general focus areas: Engagement and Attractive employer.

Work environment, Leadership development and Inclusion also remain priority areas.



PRIORITY AREAS 2023

- Health & Wellbeing
- Engagement
- Attractive employer
- Work environment
- Leadership development
- Inclusion

	Actual	Target
Engaged leaders and employees	64	65
Serious workplace accidents	7	0
Absence due to illness	4.60%	4.50%
Gender equality and diversity in figures		
<i>Gender breakdown, all employees</i>	33/67 ¹⁾	50/50
<i>Gender breakdown, leaders</i>	32/68 ¹⁾	50/50
<i>Average number of employees</i>	2,603	-
<i>Employees with a foreign background</i>	20.3%	³⁾
Equal treatment ²⁾		
<i>Discrimination</i>	2%	0%
<i>Harassment</i>	1%	0%
<i>Victimisation</i>	5%	0%
<i>Sexual harassment</i>	0.3%	0%

1) Proportion of women/men, % 2) From Swedavia's employee survey 2023 3) Have at least the same proportion of employees with a foreign background as the social demographic.

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AN ATTRACTIVE EMPLOYER

For Swedavia, having a healthy, safe and secure work environment, with respect for human rights and decent working conditions, is an obvious and important prerequisite for conducting operations efficiently and successfully, but also for being an attractive employer. Competition for skills is increasing, while at the same time the world around us is developing rapidly and new content is constantly being added to professional roles.

Swedavia worked on developing the company's Employee Value Proposition (EVP) during the year, while also reviewing the benefits offered to employees. A recruitment day was held at Stockholm Arlanda Airport at the beginning of the year and attracted almost 5,000 visitors. The recruitment day was hosted jointly with partner companies at the airport and in collaboration with local municipalities and their upper secondary schools. The activity was very well received and resulted in more than 3,000 applications for the summer, primarily for operations work such as terminal hosts at Stockholm Arlanda Airport, as well as a further 1,000 applications to other airports. In 2024, there will be recruitment days at Stockholm Arlanda Airport and at Göteborg Landvetter Airport.

EMPLOYEE SURVEY SHOWS STEADY FORWARD PROGRESS

The employee survey indicates to Swedavia which areas need to be developed in order to provide an even better employment situation and work environment for employees. Swedavia regularly carries out surveys and measurements in order to develop and improve operations. In 2022, a large-scale

employee survey was conducted using a new tool and including new questions that was to be considered the new baseline survey. A further employee survey was conducted in 2023 that showed positive development on all issues and in all areas.

Based on the results of the employee survey, action plans are developed for the different operations through workshops held in working groups and at overall level. Swedavia will continue to conduct employee surveys every two years and in between will supplement these with pulse surveys to follow up on the focus areas and results.

The eNPS (Employer Net Promoter Score) measures how likely employees are to recommend their workplace to others and provides a valuable indicator of employee engagement and pride. This score has also improved considerably from the previous year, rising from -25 to -8, which indicates a clear belief in the future within the organisation following a challenging period of high workloads and skills shortages.

ENGAGEMENT AND SKILLS DEVELOPMENT

The goal of Engaged leaders and employees is an index of most of the subject fields included in Swedavia's employee survey. The engagement goal provides a clear picture of what works well and what needs to be developed in order to establish an even better employment situation for all employees. Swedavia made steady forward progress in this year's survey, from an ELM index of 60 in the baseline measurement in 2022 to an index of 64.

Personal Engagement and Performance (PEP) is Swedavia's process for setting overall and individual goals. Employees with similar tasks should be able to identify and follow up on common goals and so have greater involvement. Swedavia benefits from everyone's knowledge and desire for development through sustainable performance and participation. This is an essential requirement for an attractive and sustainable Swedavia going forward. All employees must also have a review with their immediate superior every year covering their own development, performance and work environment. To enhance its position as an attractive employer and invest in its intellectual capital, Swedavia offers a range of training courses and skills development programmes. Employees have access to skills development in the form of training related to the regulations and certificates that Swedavia holds for airport operations, along with more general training in connection with strategic initiatives and shifts.

LEADERSHIP AND LEADERSHIP DEVELOPMENT

Leadership is an important component in creating a sustainable company with a shared culture where both employees and the business can develop together with customers and partners and achieve their full potential. Swedavia's view of leadership is based on every leader taking responsibility and creating conditions for good performances and engagement. This is a matter of trust, dialogue, openness, courage, honesty, clarity and mutual respect.

An important element of Swedavia's forward-looking development work is the new leadership development programme, which contains four modules and was launched in 2022. In 2023, module two was launched, "Leading without staff responsibility", which is designed for those who lead projects or processes without having responsibility for the work environment or staff. The new leadership development programme has been well received within the organisation.

WORK ENVIRONMENT

Challenging working conditions, with shortages of skills and resources along with high workloads, particularly in 2022, led to a number of initiatives on the psychosocial work environment, health and wellbeing within the organisation. Health & Wellbeing has remained a focus area in 2023, with enhanced initiatives in selected teams. The employee survey asks questions about the perception of health in relation to work, stress, workload and recovery. The result has improved compared with the previous year, from 3.5 to 3.7, with the benchmark for all industries at 3.5.

Insights from the business have been translated into action plans with short-term and long-term measures together with occupational health services, including an employee support service to quickly provide professional help, lectures and webinars. Swedavia has also enhanced its work environment management by appointing more work environment coordinators in order to create and improve the conditions for Swedavia to work with systematic work environment management.

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WORKPLACE ACCIDENTS

Swedavia aims to work proactively with both preventive and promotional measures in order to reduce the number of accidents and cases of illness and to create a healthy organisational and social work environment. Swedavia's goal is for there to be no workplace accidents that entail a threat to anyone's life or health – in other words, no deaths, serious injuries, injuries on the job that affect a number of workers at the same time, or serious incidents. In 2023, there were seven serious workplace accidents, none involving any fatalities. The categorisation of what constitutes a serious workplace accident follows the Swedish Work Environment Authority's guidelines and is assessed individually for each incident.

GENDER EQUALITY, DIVERSITY AND AN INCLUSIVE CULTURE

Swedavia aims to be an inclusive employer that focuses on people's skills, abilities and desire for development. For the company to be an attractive employer, it is vital that it continues to work to achieve greater diversity and increased gender equality.

Swedavia strives to ensure that the company's employees reflect the diversity of its customers, partners and suppliers. Many different skills work together in operations in order for the company to achieve its strategic goals and to be able to provide increased passenger satisfaction and better safety and security. The leader's responsibility is to drive focused work for equal treatment and diversity, while the employee's responsibility is to contribute to an inclusive, unprejudiced

culture. Swedavia's social responsibility and equal treatment work are based on the Swedish Discrimination Act, Agenda 2030, the UN Guiding Principles on Business and Human Rights, the UN Global Compact and the ILO's core conventions on fundamental principles and rights at work. Swedavia naturally complies with other laws and requirements and has clear policies and guidelines in this area.

In the employee survey, equal treatment issues are measured using various parameters, including discrimination, harassment, victimisation and sexual harassment. Diversity and an inclusive culture are also vital for Swedavia's innovation, growth and ability to deliver on the company's purpose and goals.

Swedavia has been working on gender equality issues for a long time and Diversity, Inclusion and Gender Equality will be a strategic goal from 2024. The proportion of women and men at company level must be within the range of 45–55 per cent by 2030. In 2023, the proportion of women at company level was 33 per cent. This goal applies to all of Swedavia's managers with responsibility for staff and requires planning, prioritisation and activities. Alongside this goal, Swedavia monitors key personnel metrics from a diversity perspective and measures the experience of inclusion through the in-depth area of Community & Culture in the company's employee survey. Mapping the actual working conditions as well as measuring the experience of inclusion enables improvement measures to be identified using quantitative data.



HÅLL NOLLAN ('KEEP ZERO')

All those involved in construction projects need to take joint responsibility for safety issues and to work together on these. Håll Nollan is an association whose members work together to achieve an accident-free construction industry. Håll Nollan's annual safety push is a way of revitalising that vision and of instilling an awareness that work environment and safety issues must be central to every construction site every day.

For the fourth year in a row, Swedavia held safety demonstrations on safer construction at multiple locations in September. The push involves stopping work and bringing employees and sub-contractors together for a 30-minute demonstration that makes clear how collaboration plays a key role in creating a construction industry with no accidents. The CEO of Håll Nollan, Ulrika Dolietis, participated in the safety push at Stockholm Arlanda Airport together with over 100 employees from various projects.

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Proactive work with business ethics

Ethical responsibility is an essential condition needed for the sustainability work that constitutes the basis of Swedavia's operations. Active, proactive work against corruption and for human rights is an important part of the company's strategic focus.

PROACTIVE WORK WITH BUSINESS ETHICS

Ethical responsibility is an essential condition needed for the sustainability work that constitutes the basis of Swedavia's operations. Active, proactive work against corruption and for human rights is an important part of the company's strategic focus.

Swedavia's entire organisation is involved in the proactive, long-term work to safeguard and develop the four areas of:

- Anti-corruption
- Human rights
- Social relations and employees
- Environmental concern

In each of the four areas, Swedavia works based on its business ethics process wheel. Risks are identified on a continuous basis and analysed in part through workshops and then incorporated for management in relevant parts of operations. Governing documents are prepared, training programmes are held and dialogues are maintained in operations while opportunities for follow-up are provided.

ANTI-CORRUPTION

At Swedavia, we work continuously and proactively against corruption and irregularities in the company. Business ethics aspects and this proactive work are an integral part of the regular risk assessments carried out.

Three main components constitute the basis of this work:

- clear governing documents.
- training on a regular basis.
- an open dialogue with employees, suppliers and other stakeholders.

RESPONSIBILITY AND FOLLOW-UP

Clear governing documents are crucial to Swedavia in the work to fight corruption. The company's Code of Conduct guides this work, and there is also a specific anti-corruption policy and business entertainment guidelines. Swedavia has also committed itself to the Swedish Anti-Corruption Institute's Code to Prevent Corruption in Business and the Joint Initiative to Prevent Bribery and

Corruption (ÖMK), an agreement between Swedish suppliers and clients in the public-financed construction and property sector.

Swedavia has chosen to be more restrictive in its anti-corruption policy and guidelines than the law explicitly requires. This is because, as a publicly owned company, Swedavia has a responsibility to best manage resources invested by society. Employees of Swedavia may never, either explicitly or implicitly, for themselves or on someone else's behalf, receive, promise to offer or request an unlawful benefit for carrying out their duties. Nor may they give or offer such a benefit.

TRAINING

Swedavia's preventive measures include training programmes, advice, a whistle-blowing function and an Ethics Council. Anti-corruption training is provided for the company's leaders and specialists. Since 2018, Swedavia's online training on the company's anti-corruption policy and business entertainment guidelines is mandatory for all employees. Every leader is responsible for informing employees and maintaining an open dialogue with them in a suitable way about the company's anti-corruption policy and business entertainment guidelines. The aim is for employees to be aware of the risks of corruption and bribery. During the year,

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92 per cent of Swedavia's leaders successfully completed this training. Swedavia's nano-training on anti-corruption, consisting of short digital lessons, is also available to all employees via Swedavia's intranet. In 2023, supplementary training was also provided in the form of short lessons on Teams, along with the launch of a series of teacher-led training courses.

WHISTLEBLOWING

For Swedavia's stakeholders, there are a number of options for contacting Swedavia in the event that a stakeholder wishes to report an irregularity. Swedavia's whistleblowing function is open to employees and external stakeholders through an independent external party. There is also a well-defined process for handling incoming cases. The function guarantees anonymity.

HUMAN RIGHTS

Running airport operations is a complex process that can potentially affect the human rights of many different stakeholders. Swedavia respects all universally recognised human rights and works actively to fully comply with the UN Guiding Principles and the OECD Due Diligence Guidance in the Group's operations. This means that Swedavia commits to the principle of not causing, contributing to or, through its operations, being linked to adverse impacts on human rights. This commitment to respect human rights is a fundamental part of the Swedavia's Code of Conduct. The Code, which is adopted by the Board of Directors,

lays out clear expectations for how Swedavia's employees and suppliers shall conduct themselves. Respect for human rights is also integrated in existing processes and procedures, such as risk management, health and safety, and equal treatment.

Based on the gap analysis performed in 2017–2018, Swedavia actively and continuously works to integrate due diligence and to strengthen and intensify its efforts to develop procedures and processes in order to work in line with the UN Guiding Principles on Business and Human Rights. Work to integrate Swedavia's due diligence process in operations in order to incorporate governance and strategy will continue in 2024.

In 2023, Swedavia focused on increasing knowledge within the area of human rights, including through skills enhancement initiatives for the members of the Sustainability requirements in procurement working group. In doing so, Swedavia has strengthened its ability to stipulate requirements and follow up on human rights at both supplier and customer level.

NETWORK AGAINST HUMAN TRAFFICKING

Human trafficking is the world's third-largest criminal activity and has been identified by Swedavia as a risk of a negative impact on human rights through Swedavia, as human trafficking commonly takes place at airports, according to Airports Council International (ACI). Knowledge is the first step towards



reducing the occurrence of human trafficking. In collaboration with the relevant authorities and operators at and in the vicinity of Stockholm Arlanda Airport, Swedavia has been running a network against human trafficking since 2018. By increasing awareness and knowledge about human trafficking, the network helps to create a safer Stockholm Arlanda Airport for both customers and employees and bring attention to the victims caught in the modern slave trade.

In a chain of events, the observations of everyone are important. Among other things, the network has developed procedures and checklists for taking action if it is discovered or suspected that human trafficking is taking

place as well as in those cases where a victim of human trafficking asks for help.

In 2023, the network began working to develop a training course for employees who work at and around airports, in collaboration with the Stockholm County Administrative Board and the Swedish Gender Equality Agency. The training course is expected to be ready in 2024 and will also be shared with other airports in Sweden. Members of the network include the Swedish Border Police, Swedish Customs, the Swedish Migration Agency, Avarn Security, SSP, Scandic, Radisson Blu, the Swedish Transport Agency, Bagport, SAS and the Kvinnojouren Sigtuna women's shelter.

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GRI Index

Swedavia has complied with the Global Reporting Initiative (GRI) standards since 2010 and reports its sustainability work for 2023 in accordance with GRI Standards for the reporting period January 1, 2023–December 31, 2023. There are currently no sector standards that cover Swedavia’s core operations, which is why reporting with

reference to such standards is not included in this index. However, this report includes relevant industry-specific indicators in accordance with GRI G4 Airport Operator Disclosures. The index consists of Swedavia’s priority material sustainability issues and matters relating to the company’s mission. The sustainability information in the combined

report for 2023 has been reviewed as per the Board of Directors’ wishes by Swedavia’s auditors, KPMG. It has also been approved by Swedavia’s Board of Directors. The GRI index shows where all mandatory information is provided in this report. Reporting is limited to those areas in which the company exercises complete control over the collection of data

and the quality of information, which means that the entire Group is included unless otherwise indicated. Data for subsidiaries or associate companies in which it owns a minority interest are excluded. Swedavia publishes a combined Annual and Sustainability Report. Swedavia’s Annual and Sustainability Report 2023 was published on March 30, 2024.

Standard disclosures

	Indicator	Page reference and comments	Omission
GRI 1: Foundation			
	Statement of use	141	
	GRI 1 used	GRI 1: Foundation 2021	
	Applicable GRI sector-specific standards	Not available	N/A
GRI 2: General disclosures			
2-1	Organisational details	3, 61	
2-2	Entities included in the organisation’s sustainability reporting	78	
2-3	Reporting period, frequency and contact point	141, 152	
2-4	Restatements of information	There have been no restatements of information in the company’s sustainability reporting.	
2-5	External assurance	62, 84, 142, 147	
2-6	Activities, value chain and other business relations	3, 15-16, 38	
2-7	Employees	136, 144	
2-8	Workers who are not employees	136, 144	
2-9	Governance structure and composition	61-69	
2-10	Nomination and selection of the highest governance body	61-63	
2-11	Chair of the highest governance body	61, 63, 65	
2-12	Role of the highest governance body in overseeing the management of impacts	31,61-62, 114-116	
2-13	Delegation of responsibility for managing impacts	114-116	
2-14	Role of the highest governance body in sustainability reporting	114-116	

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	Indicator	Page reference and comments	Omission
2-15	Conflicts of interest	64, 66-68, 78, 86	
2-16	Communication of critical concerns		A key aspect of social sustainability is that all employees understand and comply with Swedavia's Code of Conduct together with the company's other policies and guidelines. Swedavia complies with the "whistleblower law" in effect since December 21, 2017 and has an internal reporting channel (whistleblower function) that can be accessed via Swedavia's website and its intranet. Swedavia's whistleblower function gives all employees an opportunity to report information about irregularities, in a work-related context, where it is of public interest that it comes to light. Reporting can be orally or in writing, and there is the possibility of reporting anonymously. All cases reported are handled in accordance with procedures adopted by the Board of Directors and are classified as confidential. Swedavia therefore does not report the number of cases or circumstances involved in the cases submitted.
2-17	Collective knowledge of the highest governance body	62-63, 66-67	
2-18	Evaluation of the performance of the highest governance body	62-65	
2-19	Remuneration policies	63, 88-89	
2-20	Process to determine remuneration	61-64, 88	
2-21	Annual total compensation ratio	The President and Chief Executive Officer (CEO) is the highest-paid person at Swedavia, and total remuneration is specified in Note 8, pages 88-91. The average annual total compensation for other employees is SEK 537,000. The annual total compensation increased by 23 per cent compared with the previous year for the CEO and by 3 per cent for other employees. Total compensation comprises basic salary including holiday pay, benefits and occupational pension provision. Examples of benefits are health insurance and subsidised public transport.	
2-22	Statement on sustainable development strategy	5-7	
2-23	Policy commitments	61, 64-65, 118	
2-24	Embedding policy commitments	61,64-65, 118	
2-25	Processes to remediate negative impacts	31-36, 118, 139	
2-26	Mechanisms for seeking advice and raising concerns	139	
2-27	Compliance with laws and regulations	59-60	
2-28	Membership associations	22-23	
2-29	Approach to stakeholder engagement	28, 30, 34, 53, 118-122	
2-30	Collective bargaining agreements	100 per cent of Swedavia's employees are covered by collective bargaining agreements.	
GRI 3: Material topics			
3-1	Process to determine material topics	118-122	
3-2	List of material topics	120	
3-3	Management of material topics	118, 120-122	

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Material topic disclosures

	Indicator	Page reference and comments	Omission
Climate impact			
3-1 – 3-3	Management approach	13, 18, 24-36, 125-127	
305-5	Reduction of GHG emissions	18, 125-126	
Own indicator	Share of sustainable aviation fuel delivered in Sweden	21, 26-27, 29, 36, 49, 121	
Own indicator	Net zero emissions from construction operations by 2040	29, 54, 121, 125, 150	
Own indicator	Fossil-free airports ACA 4+ or higher	24-25, 28-29, 121, 124, 126	
Own indicator	Fossil-free contracts with relevant operators	24	
Energy			
3-1 – 3-3	Management approach	29, 122, 125	
Own indicator	Energy efficiency	29, 122, 125, 147	
Health and safety			
3-1 – 3-3	Management approach	9, 33, 39-40, 121, 137-138	
Own indicator	Positive trend for safety awareness outcome	121	
Own indicator	Implementation of information and cyber security measures	121	
Own indicator	Number of serious reported workplace incidents	136, 138	
Own indicator	Number of accidents and incidents	40	
Own indicator	Engaged leaders and employees – Pulse measurement	21, 136-137	
Operational reliability and crisis management			
3-1 – 3-3	Management approach	28, 30, 122	
Offering of routes and destinations			
3-1 – 3-3	Management approach	3, 9, 35, 41, 48, 57, 119, 150	
Own indicator	Number of passengers	41-45, 47	
Own indicator	Number of international destinations	41, 45, 47	
Own indicator	Number of routes	47	
Customer experience, passengers			
3-1 – 3-3	Management approach	18, 57	
Own indicator	Commercial sales revenue per departing passenger	58	
Own indicator	Positive customer experience	4, 20-21	
Economic results			
3-1 – 3-3	Management approach	119, 78	
201-1	Direct economic value generated and distributed	4, 70, 84-85, 112	
Own indicator	Return on operating capital	4, 16, 18, 20-21, 58, 60, 101, 112 149, 151	
Own indicator	Debt/equity ratio	20, 58, 60, 112	
Own indicator	Operating cost per departing passenger	58	
Circular economy			
3-1 – 3-3	Management approach	121-122, 125	
Sector-specific standards			
AO: G4-7	Environmental permits and other regulations in effect	59, 61, 125	
AO: G4-8	Catchment area for cargo and passengers	15-16, 18	
AO: G4-9	Direct destinations and other information about the size of the airports etc.	41-47. Total of 64 airline customers including in scheduled and charter operations.	

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Employees

SWEDAVIA EMPLOYEES

At the end of the reporting period, the number of employees irrespective of the type of contract was 3,252. Of these, 2,349 have permanent contracts, 2,212 of whom have full-time contracts and 137 of whom have part-time contracts. Of employees with permanent contracts, 33 per cent are women. Of the 230 employees with fixed-term contracts, 20 per cent are women. Of the 673 employees with intermittent contracts, 35 per cent are women.

Swedavia gives an account of the number of employees at the end of the reporting period. The number of employees is reported based on Swedavia's organisational structure, which means that Business Support units, Facilities and Systems, Aviation Operations, Projects, Marketing and Sales, and Business Support have employees in the Stockholm region, Gothenburg, Malmö and Norrköping. Swedavia only has employees in Sweden.

Swedavia regularly monitors the number of employees, which increased in 2023 compared with 2022. The increase was largest within Aviation Operations and is due

to a continued increase in the number of passengers. The increase in 2023 compared with 2022 is in every form of contract except for fixed-term employment and applies to the number of both women and men.

NON-SWEDAVIA EMPLOYEES

At year-end 2023, Swedavia had roughly 500 consultants under contract. The majority of these carried out duties at Stockholm Arlanda Airport, but external consultants also worked under contract at other airports.

Swedavia hires external consultants through call-off contracts under framework agreements in accordance with the Swedish Utilities Procurement Act. Examples of workers covered by framework agreements are management consultants, consultants in construction technology and people hired through staffing agencies. All consultants at Swedavia are hired through a special unit, the Resource Office, using an internal call-off process.

Swedavia contracts consultants for many kinds of assignments, and examples of this include administrators, controllers, property consultants, construction managers and

	Number of employees	Permanent	Fixed-term	Hourly	Full-time	Part-time
Business Support units	114	111	3	0	109	2
Facilities and Systems	561	502	17	42	498	4
Marketing and Sales	100	97	2	1	97	0
Aviation Operations	1,574	1,002	166	406	910	92
Projects	75	75	0	0	74	1
Business Support	79	75	3	1	75	0
Ronneby Airport	55	38	2	15	34	4
Umeå Airport	219	136	9	74	115	21
Kiruna Airport	86	61	10	15	60	1
Visby Airport	104	75	0	29	67	8
Åre Östersund Airport	92	62	9	21	62	0
Luleå Airport	187	109	9	69	105	4
Regional management	6	6	0	0	6	0
Total	3,252	2,349	230	673	2,212	137

asphalt specialists. The single largest group of consultants is in construction projects as a result of infrastructure projects at Stockholm Arlanda Airport.

The number of consultants is reported as the number of people at the end of the reporting period. All consultant assignments are registered in a business system and may involve one or more consultants per assignment,

and a rough indication is given in the description of how they have been contracted.

Swedavia regularly monitors the number of consultants, and in 2023 the need for external consultants was greater compared with 2022. The increase is mainly within IT and is to cover vacancies.

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Cross-reference table, UN Global Compact

Since 2012, Swedavia supports the United Nations Global Compact and its ten principles. Swedavia's Annual and Sustainability Report 2023 also constitutes Swedavia's Communication on Progress (COP), which is an annual update on how the Group complies with the ten principles. The table shows where each Global Compact principle can be found in Swedavia's Annual and Sustainability Report 2023.

Ten Principles of the UN Global Compact	Page reference and comments
Human rights	
1. Businesses should support and respect the protection of internationally proclaimed human rights in the spheres they can influence	29, 123, 130, 136–140
2. Businesses should make sure that they are not complicit in human rights abuses	29, 130, 139–140
Labour	
3. Businesses should uphold the freedom of association and the effective recognition of the right to collective bargaining	29, 123, 136–138, 149–140
4. Businesses should work to eliminate all forms of forced and compulsory labour	29, 139–140
	Swedavia complies with the regulations in effect in laws and agreements for the protection of minors in the labour market. Swedavia does not employ children under 15.
5. Businesses should work to abolish child labour	
6. Businesses should eliminate discrimination in respect of employment and occupation	29, 136–139, 140–140
Environment	
7. Businesses should support a precautionary approach to environmental challenges	19, 21-30, 123-126
8. Businesses should undertake initiatives to promote greater environmental responsibility	19, 21-30, 123-126
9. Businesses should encourage the development and diffusion of environmentally friendly technologies	19, 21-30, 123-126
Anti-corruption	
10. Businesses should work against corruption in all its forms, including extortion and bribery	61, 138-139

Index, statutory sustainability report

Area	Description	Page reference
Overall	Business model	15-21
Environment	Taxonomy report	129-135
	Policies on environmental issues	118-122
	Environmental permits	125
	Risks and risk management	31-36
	Goals and actual outcomes	118-122, 126-127
Environment		
	Policies on social issues	136-140
	Risks and risk management	32-37
	Goals and actual outcomes	22, 136-138
Social relations		
	Policies on human rights	139-140
	Risks and risk management	32-37, 123, 136, 139-140
	Goals and actual outcomes	137-139
Human rights		
	Policies for work against corruption	118, 139-140
	Risks and risk management	118-122
	Goals and actual outcomes	140
Anti-corruption		

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Auditor's limited assurance report of Swedavia AB's sustainability report and statement regarding the Statutory Sustainability Report

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To Swedavia AB, corporate identity number 556797-0818

INTRODUCTION

We have been engaged by the Board of Directors and Chief Executive Officer of Swedavia AB to undertake a limited assurance engagement of Swedavia AB's Sustainability Report for the year 2023. The company has defined the scope of the sustainability report on pages 141-143 in this document, and the Statutory Sustainability Report on page 145.

RESPONSIBILITIES OF THE BOARD OF DIRECTORS AND THE CHIEF EXECUTIVE OFFICER

The Board of Directors and the Chief Executive Officer are responsible for the preparation of the Sustainability Report including the Statutory Sustainability Report in accordance with applicable criteria and the Annual Accounts Act respectively. The criteria are defined on page 141 in the Sustainability Report and are part of the Sustainability Reporting Guidelines published by GRI (The Global Reporting Initiative), that are applicable to the Sustainability Report, as well as the accounting and calculation principles that Swedavia AB has developed. This responsibility also includes the internal control relevant to the preparation of Sustainability

Report that is free from material misstatements, whether due to fraud or error.

AUDITOR'S RESPONSIBILITIES

Our responsibility is to express a conclusion on the Sustainability Report based on the limited assurance procedures we have performed and to express an opinion regarding the Statutory Sustainability Report. 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 historical financial information (revised). A limited assurance engagement consists of making inquiries, primarily of persons responsible for the preparation of the Sustainability Report, and applying analytical and other limited assurance procedures. Our examination regarding the Statutory Sustainability Report has been conducted in accordance with FAR's accounting standard RevR12 The auditor's opinion regarding the Statutory Sustainability Report. A limited assurance engagement and an examination according to RevR 12 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 ISQM 1(International Standard on Quality Management), which requires the firm to design, implement and operate a system of quality management including policies or 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 and the examination according to RevR 12 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 engagement and an examination according to RevR 12 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 Board of Directors and the Chief Executive Officer as described above. We consider these criteria suitable for the preparation of the Sustainability Report.

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

CONCLUSIONS

Based on the limited assurance procedures performed, nothing has come to our attention that causes us to believe that the Sustainability Report is not prepared, in all material respects, in accordance with the criteria defined by the Board of Directors and the Chief Executive Officer.

A Statutory Sustainability Report has been prepared.

Stockholm, March 20, 2024

KPMG AB

Tomas Gerhardsson
Authorised Public Accountant

Torbjörn Westman
Specialist member of FAR

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Green bonds fund green investments

In 2019, Swedavia established its first Green Bond Framework in connection with the company's Medium-Term Note (MTN) programme. In October 2022, Swedavia published a new framework based on the updated Green Bond Principles 2021. The framework facilitates funding through green bonds, and the company has so far issued SEK 1.35 billion in such bonds. This means that a quarter of outstanding bonds in Swedavia's MTN programme were green as of December 31, 2023.

The green framework describes how bond proceeds are to be used and how management and reporting are to be carried out. One essential requirement needed for a project to be funded by green bonds is that it meets the requirements specified in Swedavia's Green Bond Framework, which in turn is based on the Green Bond Principles 2021. The framework includes the project categories:

- Green buildings
- Renewable energy
- Clean transportation
- Energy efficiency
- Pollution prevention and control

SECOND OPINION ON GREEN BOND FRAMEWORK

Swedavia's Green Bond Framework has been subject to an independent external review by CICERO Shades of Green (CICERO), which also issued a Second Opinion for Swedavia's Green Bond Framework (Swedavia Green Bond Second Opinion, September 19, 2022). The project categories Renewable energy, Clean transportation and Energy efficiency were rated Medium to Dark Green, while the category Pollution prevention and control was rated Dark Green, and the category

Green buildings was rated Light Green. In its assessment, CICERO emphasises that Swedavia is a role model for airports globally. CICERO has taken into consideration in its assessment the fact that the framework entails investments in infrastructure to enhance airport capacity, which could bring about an increased environmental impact related to air traffic. CICERO has given the framework's management and governance structure the highest rating of Excellent. The Green Bond Framework and Second Opinion can be read in their entirety at www.swedavia.com/about-swedavia/financial-information.

INVESTMENTS IDENTIFIED UNDER THE FRAMEWORK

Swedavia's investments approved for green bond funding on December 31, 2023, totalled SEK 2.682 billion. Of this approved amount, assets equivalent to SEK 1.35 billion have been placed in Swedavia's green portfolio, which is equal to the amount of the green bonds issued. Representatives of Swedavia's different business areas and operational areas are responsible for identifying potential environmental investments. These are then assessed by a committee

consisting of the President and CEO, CFO, Head of Sustainable Development, Treasurer and Head of Investment Portfolio. The committee is responsible for ensuring that the projects classified as green meet the requirements specified in Swedavia's Green Bond Framework.

Read more in Swedavia's Green Bond Impact Report 2023 at www.swedavia.com/about-swedavia/financial-information

GREEN PORTFOLIO AND ALLOCATION BY CATEGORY

SEK M	Investments	Amount paid	Allocation (%)
Green buildings	630	630	47%
Sky City Office One, Arlanda	315	315	
Terminal South, Landvetter	315	315	
Renewable energy	162	162	12%
Aquifer, Arlanda	18	18	
Heat production facility, Arlanda	120	120	
Cooling production facility, Arlanda	24	24	
Clean transportation	523	523	39%
Energy efficiency	35	35	2%
Pollution prevention and control	–	–	
Total amount	1,350	1,350	100%

GREEN BONDS ISSUED

Loan no.	Volume (SEK)	Issue date	Maturity (years)
122	1,000	Dec 12, 2019	5
125	250	May 26, 2020	5
141	100	May 23, 2023	10

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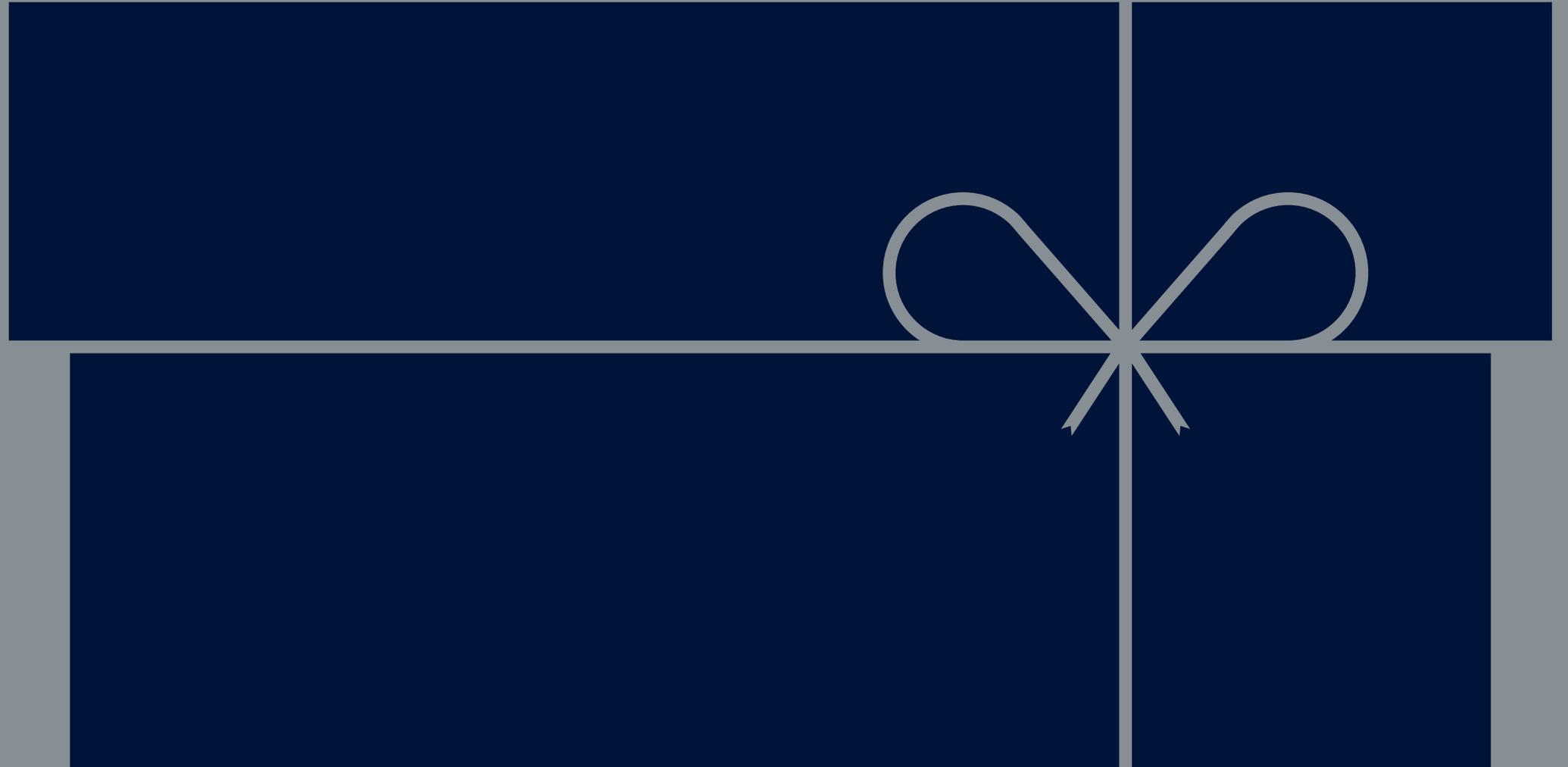
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Key metrics

Financial Key metrics

AVERAGE NUMBER OF EMPLOYEES

The average number of employees is calculated based on hours worked. The average number of employees is restated as the total number of hours worked divided by the normal working time as defined by the Swedish Accounting Standards Board. Calculated on a rolling twelve-month basis.

CAPITAL TIE-UP PERIOD

Volume-weighted average remaining maturity at the end of the period for interest-bearing liabilities. The metric clarifies the Group's financing risk.

DEBT/EQUITY RATIO¹⁾

Net liabilities divided by equity. This leverage ratio is what the owner uses as a capital structure target for the Group. The metric is considered to be directly related to the Group's actual funding and financial risk.

EARNINGS PER SHARE

Profit for the year divided by the average number of shares less costs related to Swedavia's hybrid bond issues.

COMMERCIAL SALES REVENUE PER DEPARTING PASSENGER¹⁾

Sales revenue from Retail, Food and Beverage and from Parking & entry divided by the number of departing passengers for the same period. The Group considers it a key metric for monitoring changes in commercial sales revenue.

INTEREST RATE LOCK-IN PERIOD

Volume-weighted average interest rate lock-in period at the end of the period for interest-bearing liabilities as regards interest rate derivatives. The metric clarifies the Group's interest rate risk.

INVESTMENTS¹⁾

Swedavia's investments in fixed assets and intangible assets including investment projects in progress. Swedavia is in an intensive development phase and its pace of capital spending is important to Swedavia's management and external stakeholders.

NET REVENUE

Swedavia's net revenue includes revenue from Aviation Business and Commercial Services.

OPERATING COSTS PER DEPARTING PASSENGER¹⁾

Total of Airport Operations' external costs and staff expenses excluding restructuring costs (mainly due to staff changes) and reduced by own work capitalised divided by the number of departing passengers for the same period. Swedavia considers it a key metric for monitoring improvements in cost-effectiveness.

OPERATING MARGIN¹⁾

Operating profit as a percentage of net revenue. For the operating margin excluding capital gains, see the calculation for "Operating profit excluding capital gains".

OPERATING PROFIT EXCLUDING CAPITAL GAINS¹⁾

Operating profit excluding capital gains from material transactions. A key metric since Swedavia's management monitors operating profit excluding capital gains.

OPERATING PROFIT EXCLUDING CAPITAL GAINS, RESTRUCTURING COSTS, IMPAIRMENT LOSSES AND DISPOSALS¹⁾

Operating profit excluding restructuring costs (mostly attributable to staffing changes), capital gains, impairment losses and disposals. A key metric since it is considered to provide a better understanding of the operating profit trend.

PASSENGERS

A passenger is a person who flies from or arrives at a Swedavia airport. A departing passenger is someone who departs on a flight from such an airport. The number of departing passengers is approximated by dividing the number of passengers by two. See also Traveller.

RETURN ON OPERATING CAPITAL¹⁾

Operating profit plus profit from holdings in associate companies for a rolling twelve-month period divided by average operating capital. The metric is the owner's metric for profitability at Swedavia and one of the Group's sustainability targets. The measurement reflects the Group's capital costs.

PROFIT FOR THE YEAR

Profit after tax.

Other key metrics

ACCIDENTS AND SERIOUS INCIDENTS

According to EU Regulation No 996/2010, an accident is defined as an event in which (i) a person is fatally or seriously injured (other than from natural causes) in connection with an aircraft in operation, (ii) an aircraft is damaged in such a way that its performance is seriously affected, or (iii) is missing or is completely inaccessible. A serious incident is a situation where there was a high risk of an accident involving an aircraft while in operation.

BREACH OF TERMS

Swedavia's airports comply with environmental legislation with environmental permits that define operating conditions. These conditions relate mainly to flight paths, noise and emissions to water, as well as anti-skid treatment of runways and de-icing of aircraft. Compliance with the conditions is continuously monitored and is evaluated annually, with the number of breaches indicating how well Swedavia meets the requirements.

CUSTOMER EXPERIENCE

In 2021, a new measurement method, Swedavia CX (SCX), was introduced to measure Swedavia's customer experience goal. The goal encompasses passengers, airlines and tenants. Measurements are carried out on a continuous basis. For the passenger customer group, figures are compiled monthly and presented as an index. This figure was previously presented

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as a percentage.

DESTINATION/INTERNATIONAL DESTINATIONS

Destination is a city served by one or more airlines in which the total number of departures from each Swedavia airport reaches a given number during a twelve-month period. The number of international destinations is determined by the total number of international cities that can be reached by direct flights in scheduled service from Swedavia's airports. The calculation uses threshold values to exclude charter flights without ticket sales to the general public.

ENERGY USE

The metric includes purchased electricity, district heating and cooling. Heating has been restated for a normal year.

ENGAGED LEADERS AND EMPLOYEES

Engaged leaders and employees is a composite index of all subject fields included in Swedavia's large-scale employee survey. The index is calculated as an average value of all responses to the questions. The average value has been indexed on a scale of 0–100. Since 2022, Swedavia has used a new tool to carry out employee surveys. The value for the current year is thus considered to be a base value.

NET ZERO EMISSIONS FROM CONSTRUCTION OPERATIONS BY 2040

Swedavia's goal of achieving net zero emissions from construction operations by 2040

includes building materials as well as transport and fuel. Gradual reductions began with a target of a ten-per-cent reduction for 2023 (compared with traditional construction in 2015), moving towards zero by 2040.

OFFERING OF ROUTES AND DESTINATIONS

Swedavia measures passenger volume, routes and destinations using thresholds over a twelve-month period in order to exclude ad hoc flights without ticket sales to the general public.

OWN EMISSIONS OF FOSSIL CARBON DIOXIDE AND CARBON DIOXIDE EQUIVALENTS

Own emissions of fossil carbon dioxide consist of fossil carbon dioxide emissions divided into scope 1 and 2 according to the Greenhouse Gas Protocol. 2005 was chosen as the base year for reporting since Swedavia has worked strategically with climate and energy issues in its operations since 2006. Scope 1 includes vehicle fuels, back-up power, own-produced heating and firefighting exercises. Scope 2 includes purchased electricity and heating for own use. Scope 3 includes purchased electricity and heating that is then sold.

The carbon footprint for Swedavia's airports includes emissions from air traffic in the landing and take-off (LTO) cycle (flying below 3,000 feet including taxiing on the ground) and passengers' ground transport to and from the airports. Reporting includes

Swedavia AB and Swedavia's ten airports. Swedavia's construction operations are excluded from Swedavia's zero target. Fossil carbon dioxide emissions under scope 1, 2 and 3 with respect to the company's zero target are calculated based on data in Swedavia's SMIL environmental reporting system. Data for subsidiaries or associate companies in which it owns a minority interest and the offices in Norrköping are excluded. Energy purchased for the office in Norrköping is not measured by Swedavia's landlord since it is included in the rent. These emissions are thus calculated under scope 3 in accordance with demarcation principles in Airport Carbon Accreditation Guidance, which is the application of the Greenhouse Gas (GHG) Protocol for carbon dioxide certification specifically for the airport industry.

PUNCTUALITY

Punctuality is defined as when an aircraft is off block, that is, rolls out from the gate/ aircraft parking stand, no later than 15 minutes and 59 seconds after scheduled departure time. "Delays caused by the airport", AF87, is one of the codes airlines can use when reporting a delay.

SUSTAINABLE AVIATION FUEL

Swedavia has changed its method for collecting data on sustainable aviation fuel. From 2020 to 2022, data was collected directly from operators in the aviation industry but from 2023, Swedavia uses statistics from Statistics Sweden (SCB) for more reliable

data on the fuel volumes delivered. The data from 2020 to 2022 therefore cannot be compared with the figures from 2023 onwards, as the previous method does not accurately reflect the total volumes delivered. The previous figures should be regarded as the minimum level of sustainable aviation fuel delivered in Sweden for those years.

WORKPLACE INCIDENT

An incident where someone has been affected, or could have been affected, by an accident or illness. A workplace incident is considered to be an accident, incident, risk observation or work-related illness. All workplace accidents and workplace-related incidents and risk observations must be reported as soon as possible. All serious workplace accidents and serious workplace-related incidents must be reported to the Swedish Work Environment Authority within 48 hours. The categorisation of what a serious workplace accident is follows the Swedish Work Environment Authority's guidelines.

1) Alternative performance measures (APMs) as specified in the guidelines issued by the European Securities and Markets Authority (ESMA) are marked with 1).

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Definitions

ACI (AIRPORTS COUNCIL INTERNATIONAL)

International trade association for airports.

AIRPORT CARBON ACCREDITATION

ACA is a programme for measuring and grading how airports work to reduce their climate impact.

AIRSIDE

Airside is the term for the area at the airport that begins at the security checkpoint and extends to the gates, passenger (aircraft) bridges, aprons and aircraft parking stands as well as taxiways and runways. Swedavia is responsible for aviation safety and aviation security on airside.

AIRPORT OPERATIONS

Airport Operations is one of Swedavia's two operating segments. Owns, operates and develops Swedavia's airports.

AVIATION BUSINESS

Infrastructure services aimed at airlines and ground handling companies, such as take-off and landing services and security screening.

AVERAGE OPERATING CAPITAL

The closing balance of operating capital on the balance sheet date plus the closing balance of operating capital on the balance sheet date for the previous year divided by two.

CLIMATE CALCULATIONS

Climate calculations determine energy use and climate impact based on resource use and emissions factors (life cycle assessment data) which describe energy use and emissions from the extraction, processing and transport of resources. Requirements for climate calculations are being developed and implemented. The goal is for these climate calculations to help Swedavia make climate-conscious decisions in selecting alternative solutions and materials.

COMMERCIAL SERVICES

Services connected to the airports such as the rental of premises for retail, offices, warehousing and logistics as well as leaseholds, parking operations and rental of advertising space.

CUSTOMER HEALTH AND SAFETY

To safeguard the health and safety of the company's customers, Swedavia registers the number of incidents at the company's airports in terms of accidents, serious incidents and serious deficiencies in Swedish Transport Agency inspections.

CSR

The CSRD (Corporate Sustainability Reporting Directive) is an EU directive that aims to establish the best conditions for the EU to achieve its goal of net zero emissions by 2050 through transparency in reporting. By applying standardised metrics, the CSRD enables the more specific and comparable reporting of companies' sustainability

performance and prevents greenwashing.

FACILITIES AND SYSTEMS

Business unit at Swedavia entrusted with the task of administering and developing the company's facilities and systems in a long-term sustainable manner.

GLOBAL REPORTING INITIATIVE

GRI sets guidelines for what a sustainability report should include, how it should be prepared and what indicators should be reported.

INTERNATIONAL AIRPORTS

Swedavia's International Airports is a grouping consisting of Stockholm Arlanda Airport, Bromma Stockholm Airport, Göteborg Landvetter Airport and Malmö Airport.

INTEREST-BEARING LIABILITIES

Interest-bearing liabilities on the balance sheet consist of liabilities to credit institutions, bonds, medium-term notes, commercial paper and liabilities to leasing companies as well as other liabilities.

ISO 14001

ISO 14000 is the internationally accepted standard for environmental management.

LANDSIDE

Landside consists of the area including access roads, car parks and entrances adjacent to the airport terminals as well as parts of the airport's terminals. Landside extends up to the security checkpoint,

which is where airside begins. Swedavia and the police share responsibility for safety and security on landside.

MISSION OBJECTIVE

In accordance with its owner's instructions, Swedavia shall help to achieve Sweden's transport policy goals. The overall transport policy objective is to ensure socio-economically effective, long-term sustainable transport for citizens and businesses throughout the country. Under the framework for the function and concern goals in Swedish transport policy, the company shall measure and give an account of the actual figures for five indicators in the areas of connectivity, transport quality, safety and environment.

NATIONAL BASIC INFRASTRUCTURE

Sweden's national basic infrastructure of airports consists of ten airports that the government decided Swedavia should own. The decision is aimed at securing long-term operations under the auspices of the State and a long-term sustainable air transport system that guarantees basic inter-regional connectivity throughout the country.

NET LIABILITIES

Interest-bearing liabilities plus pension liability less liquid assets.

TRAVELLER

The term traveller is a general description of a person who is on a trip. The traveller is one of Swedavia's three customer groups, along with tenants and airlines. Cf. Passenger.

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→ **Key metrics and definitions**

Definitions (cont.)

OPERATING CAPITAL

Equity plus net liabilities.

REAL ESTATE

Real Estate is the second of Swedavia’s two business segments. It owns, develops and manages properties and developable land at and in the vicinity of Swedavia’s airports.

REGIONAL AIRPORTS

Swedavia’s Regional Airports is a grouping consisting of Kiruna Airport, Luleå Airport, Ronneby Airport, Umeå Airport, Visby Airport and Åre Östersund Airport.

ROUTES

Route is defined as a route served by an airline in which the number of departures reaches a given threshold value in a twelve-month period.

SWEDAVIA CX

In 2021, a new measurement method, Swedavia CX, was introduced to measure Swedavia’s customer satisfaction goal. The goal encompasses passengers, airlines and tenants. Measurements are carried out on a continuous basis. For the passenger customer group, figures are compiled monthly and presented as an index. In

2021, SCX was calculated for the passenger customer group at Stockholm Arlanda Airport and Göteborg Landvetter Airport. Measurements for the other airports and customer groups were paused due to Covid.

TCFD

The Taskforce on Climate-related Financial Disclosures is a framework used to identify companies’ climate-related financial risks and opportunities.

TSFS

The Swedish Transport Agency’s regulations.

UN GLOBAL COMPACT

Consists of ten principles based on the UN’s Universal Declaration of Human Rights, the International Labour Organization’s conventions on human rights in working life, the Rio Declaration and the UN’s Convention against Corruption. Under the UN Global Compact, businesses are encouraged to embrace, support and enact a set of core values within their sphere of influence in the areas of human rights, labour standards, the environment and anti-corruption.



Swedavia AB

190 45 Stockholm-Arlanda
Visiting address: Flygvägen 1
Tel: +46 10 109 00 00
Fax: +46 10 109 05 00
E-mail: info@swedavia.se
Coordinates: 59°39'14.06"N 17°56'21.51"O
www.swedavia.se

Project manager:

Maj Wedenberg, communications strategist
Tel. +46 (0) 10 109 00 00
maj.wedenberg@swedavia.se

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Photos: Kalle Sanner, Jonas Borg, Orlando Boström, CM,
Svante Örnberg and Daniel Asplund