

Interim Report, January–March 2024



Key metrics	2
Statement of the CEO	3
This is Swedavia	5
Airport news	6
Important events	7
Passenger trends	8
Economic overview, Group	9
Consolidated accounts	12
Parent Company accounts	15
Notes	17
Key metrics and definitions	22

Interim Report

January–March 2024

- During the first quarter, Swedavia's airports had 6.7 million (6.7)¹ passengers, which is an increase of 0.9 per cent compared with the same period last year. Compared with the same period in 2019, before the Covid-19 pandemic, passenger volume was 76 per cent of that figure
- Net revenue was SEK 1,443 M (1,289)
- Operating income was SEK -217 M (-215).
- Net income for the period was SEK -215 M (-199)
- Cash flow from operating activities for the first quarter was positive at SEK 57 M (-19), an improvement of SEK 76 M compared with last year
- Investments for the Group totalled SEK 346 M (434)

KEY METRICS, GROUP ³A

SEK M, unless otherwise indicated	2024	2023	2023
	Jan-Mar	Jan-Mar	Jan-Dec
Net revenue	1,443	1,289	5,931
Operating income	-217	-215	-318
Operating income excluding capital gains, impairment losses and disposals	-213	-212	-182
Operating margin, %	-15.0	-16.7	-5.4
Operating margin excluding capital gains, impairment losses and disposals, %	-14.7	-16.5	-3.1
Net income for the period	-215	-199	-353
Return on operating capital, %	-1.2	-2.7	-1.2
Return on operating capital excluding capital gains, impairment losses, and disposals, %	-0.6	-2.6	-0.6
Debt/equity ratio, times	1.1	1.1	1.0
Cash flow from operating activities	57	-19	766
Capital spending	346	434	2,010
Average number of employees	2,703	2,430	2,603
Passenger, million	6.7	6.7	32.1
Operating costs per departing passenger, SEK	386.3	363.6	299.8
Commercial revenues per departing passenger, SEK	100.2	91.3	95.2

¹ Figures in parentheses in this report are results for the corresponding period for the previous year, except for liquidity, financial position, and contingent liabilities and pledged assets, where the comparison is with the opening balance for the previous year

² This key metric is calculated excluding restructuring costs

³ For definitions of key metrics, see pages 22–23

Increased international travel and stronger commercial offering

International travel at Swedavia's airports continued to increase during the first quarter and we continued to invest in making the transition to fossil-free aviation.

During the quarter, 6.7 million passengers flew to and from Swedavia's airports. This represents an increase of one per cent compared with the first quarter of 2023. This increase was driven by a continued rise in international travel, while domestic travel for the quarter decreased.

Net revenue for the quarter increased by SEK 154 M compared with the same period last year. Higher passenger volume and fee adjustments have contributed to this increase. At the same time, costs were higher during the quarter as a result of increased dimensioning in operations. EBITDA totalled SEK 175 M, which is an improvement of SEK 55 M compared with the previous year. Cash flow from operating activities improved by SEK 76 M to SEK 57 M.

Airlines and tour operators report strong bookings for the summer season. This goes hand in hand with the enhanced range of routes and destinations at many of our airports, in particular Stockholm Arlanda Airport. Several new routes have been opened

during the first few months of the year and more will be added. We are pleased about the new direct route from Arlanda to Tokyo that will open later this year and we are continuing to improve our access to North America. During the summer season, our passengers will be able to choose from close to 30 departures a week to several North American destinations, with up to five departures per day from Arlanda.

Driving climate transition

The continued development of aviation, and by extension the ability of people to travel long distances in a time-effective manner, requires continued strong focus on the ongoing climate transition. As an airport operator, Swedavia has both an opportunity and a responsibility to contribute to this – and we do. In 2020, we had already achieved our goal of zero emissions of fossil carbon dioxide from our own operations at our airports. Now, we are supporting our partners at the airports and in the industry in general as they journey towards the same goal, and the next key milestone is for all ground



operations at our airports to be fossil-free by 2025. We are also working to establish the conditions for the use of sustainable aviation

fuel and for the electric and hydrogen-powered aircraft of the future at our airports.

Statement of the CEO

At the end of January, we were able to announce Swedavia's partnering with Airbus, Vattenfall and SAS, among others, to more deeply analyse and understand what is required for hydrogen-powered aviation to work effectively at our airports. By involving and working together with operators throughout the value chain, we have taken another important step towards fossil-free aviation.

Encouraging the use of sustainable aviation fuel (SAF) produces results here and now, which is important. That is why, as in previous years, we have an ambitious incentive programme to increase the use of sustainable aviation fuel. Through this programme, Swedavia reimburses up to half of the cost when an airline chooses to use sustainable aviation fuel. This year's incentive programme represents an investment of SEK 40 M, making the total investment since the programme was launched approximately SEK 100 M.

Aviation connects Sweden together

Investing in the airports' infrastructure also brings opportunities for the local business community to grow and develop. During the quarter, the Gothenburg region, including Göteborg Landvetter Airport, was named Sweden's leading logistics location for the second year in a row. The development of cargo and logistics areas, new routes, and the fact that Landvetter is a highly attractive workplace all contribute to the airport's role as one of the hubs for logistics, transport and communications in the region. The long-planned train link between Borås and Gothenburg, with a station under the terminal at Göteborg Landvetter Airport, is very

important for the continued development of the region.

Magical meeting places

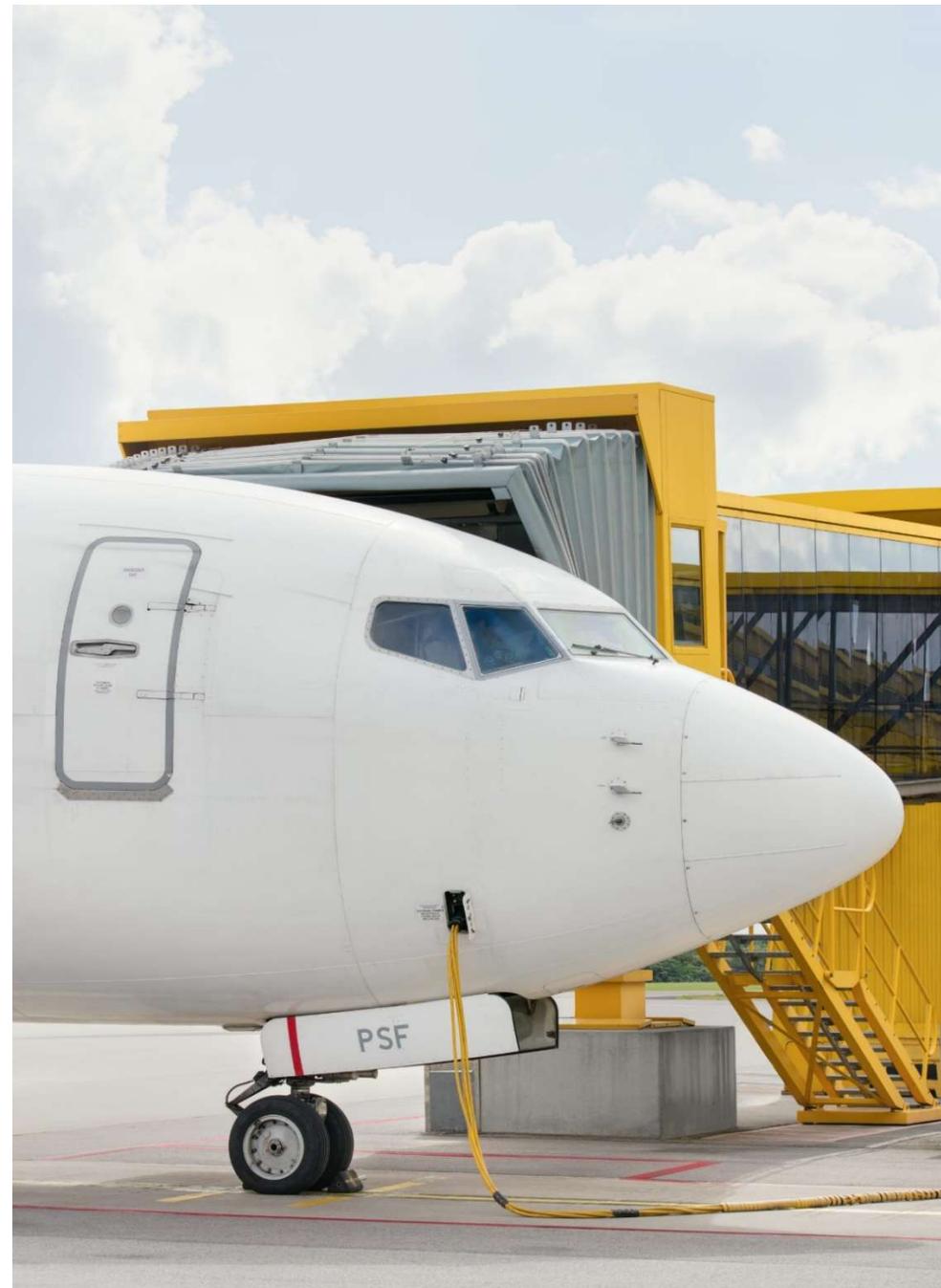
During the quarter, we continued to implement our commercial strategy with a focus on having a broad, varied, and affordable range of food, drink, and shopping. This is important for creating airports that are attractive as both meeting places and workplaces. Commercial revenue also contributes to Swedavia's profits, and it funds activities to enhance competitiveness, such as the continued development of the airports' infrastructure, and also improves our ability to maintain competitive airport charges for airlines.

The commercial offering has been strengthened at Landvetter, Malmö Airport and Luleå Airport, while the new marketplace at Arlanda continues to grow and develop. The range on offer has been added to during the spring with new restaurants, as well as a number of new shops and cafés. More openings are expected during 2024 as the marketplace continues to grow.

Given the important contribution of the commercial offering to both Swedavia's business and the passenger experience, it is pleasing to see that our commercial initiatives have been well received by both passengers and those of us who have the privilege of calling the airport our workplace.

Jonas Abrahamsson

President and CEO



This is Swedavia

Swedavia’s mission is to own*, operate and develop a network of ten airports in Sweden, from Kiruna in the north to Malmö in the south. The company was formed in 2010 and is wholly owned by the Swedish State.

Swedavia’s strategic objective is to ensure that operations are competitive and sustainable today and remain so for a long time to come. Tenants and airlines are important partners in the drive to offer passengers – the mutual end-customer – a smooth, sustainable, and inspiring travel experience.

The business shall be a long-term sustainable business, while at the same time is wholly owned by the Swedish State and shall actively help to achieve the transport policy goals adopted by the Swedish parliament. Three focus areas are used to formulate the strategic vision for 2030.

Future-proofing aviation

Swedavia is driving development within sustainable aviation fuel, electric aviation, hydrogen, and other new technologies. The future of aviation must be sustainable – fossil-free, smooth, and efficient, to, from and within Sweden. Swedavia is a world leader in the development of climate-smart airports, with its own airport operations fossil-free since 2020.

Simplifying the journey from door to door

Swedavia’s airports will be hubs in a seamless transport system. Digital and physical connections between transport modes will be improved to make it easy to book journeys from door to door. Airport flows are smooth and predictable.

Creating magical meeting places

Swedavia’s airports will be magical meeting places for people, ideas, and companies. They are a meeting place for market-leading expertise and collaborations. The airport is a natural workplace in a business essential to society, with attractive working conditions and a safe, inclusive, and stimulating work environment.

10 AIRPORTS



* Swedavia’s operations at Luleå Airport and Ronneby Airport are run by the Swedish Armed Forces’ airports. The other eight airports are owned in their entirety by Swedavia.

OUR STRATEGIC GOALS FOR SUSTAINABLE VALUE CREATION

	Actual Mar 31, 2024	Actual Mar 31, 2023	Target 2025	Target 2030
Customer experience, % ⁵	n/a	69.0	77.0	85.0
Engaged leaders and employees, % ⁷	n/a	n/a	75.0	75.0
Return on operating capital, % ⁴	-1.2	-2.7	6.0	6.0
Mixture of sustainable aviation fuel (SAF), % ⁶	0.9	0.1	5.0	27.0

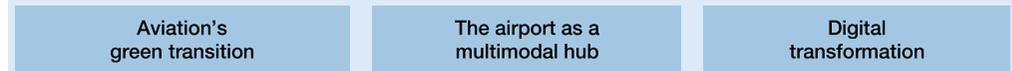
PURPOSE

Together, we enable people to meet

STRATEGIC VISION 2030



THREE STRATEGIC INITIATIVES TO ACHIEVE THE STRATEGIC VISION



SAFETY AND SUSTAINABILITY IN EVERYTHING WE DO



SWEDAVIA’S VALUES

Reliable Engaged Innovative Welcoming

⁴ Actual figures are for 12 rolling months.

⁵ No outcome for the first quarter of 2024. A new measurement will take place in the second quarter for all three customer groups.

⁶ The outcome refers to cumulative values. The target is no fossil carbon dioxide emissions from Swedish domestic air travel by 2030, and the actual figure is currently measured by the mixture of sustainable aviation fuel (SAF).

⁷ No survey was conducted during the first quarter. The most recent survey was conducted in the third quarter of 2023 and the outcome was 64.

Airport news

Swedavia has been fossil-free in our own airport operations since 2020. The next step in the journey towards fossil-free aviation is for all airport operations at our airports to be fossil-free by 2025. We continue to drive aviation’s green transition by working together with customers and partners, promoting technological development, and establishing the conditions for the fossil-free aviation of the future at our airports.

Aviation’s green transition



The Swedish Energy Agency has granted financial support to ten innovative research projects within the field of fossil-free aviation. These projects aim to develop technologies for the use of hydrogen in the aviation sector.

Umeå to be a model for hydrogen-powered aviation. A three-year initiative has been launched to map and prepare the necessary infrastructure for hydrogen-powered aircraft. Behind the initiative are Umeå Municipality, Swedavia, RISE and Umeå Energi. The project, called FLYH2UME, is expected to outline the facilities needed to establish and scale up capacity for refuelling hydrogen-powered aircraft.

Gripen veterans building miniature electric aircraft. Swedish startup Vcraft Aeronautics has developed a prototype of an electrically powered aircraft that can take off vertically.

SHORT REFLECTION

“Energy mix is the future of sustainable aviation”

Fossil-free aviation means that we need to change the fuel we use. This includes using SAF (sustainable aviation fuel), made from used cooking oil and tall oil for example, but also electric and hydrogen-powered aircraft.

The different types of energy meet different needs and are at different levels of technological maturity. SAF is suitable for longer flights, while electric and hydrogen-powered aircraft are more appropriate for shorter distances. Establishing the conditions for all three types of energy at our airports is a core part of Swedavia’s transition work.

Lena Wennberg, Head of Sustainable Development



40 million for aviation’s green transition

Swedavia’s focus on sustainable aviation will continue in 2024 through an incentive programme where airlines are compensated with up to 50% of the additional cost of refuelling with sustainable aviation fuel. In 2024, it will be the fifth year in a row that the programme has been operated and it includes a pot of SEK 40 M for the second year running. This is double the amount in 2022. In 2024, over SEK 100 M will have been invested and paid out since the programme launched in 2020.



Cooperation agreement promotes the development of hydrogen-powered aviation

Swedavia, Airbus, Avinor, SAS and Vattenfall have signed a letter of intent to work together on the development of infrastructure for hydrogen-powered aviation at airports in Sweden and Norway. The goal is to develop a framework and map the conditions for the potential rollout of hydrogen-powered aviation. The framework will cover the entire chain from production, transport, and storage to refuelling with hydrogen at commercial airports.

Important events

January– March

There are no important events to report for the period.

Events after the reporting period

NOMINATIONS TO SWEDAVIA'S BOARD OF DIRECTORS

On April 3, it was announced that the Government Offices of Sweden has decided on nominations to Swedavia's Board of Directors. The Government Offices of Sweden has nominated Ulrika Francke as the new Chair of the Board of Swedavia AB when Åke Svensson leaves his position at the Annual General Meeting after eight years in the post. Ulrika Francke has a solid background as a business leader and board member in both private and public organisations. Lottie Svedenstedt is also leaving the Board at her own request. The other Board members are proposed for re-election.



Passenger trends

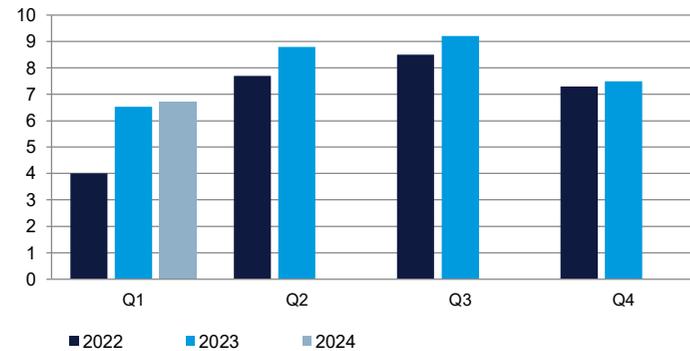
January– March

During the first quarter, 6.7 million passengers travelled via Swedavia’s airports, which is an increase of 0.9 per cent compared with the same period last year.

The number of international passengers increased by 4.9 per cent while the number of domestic passengers decreased by 8.2 per cent. Passenger volume was 76 per cent of the level during the first quarter of 2019.

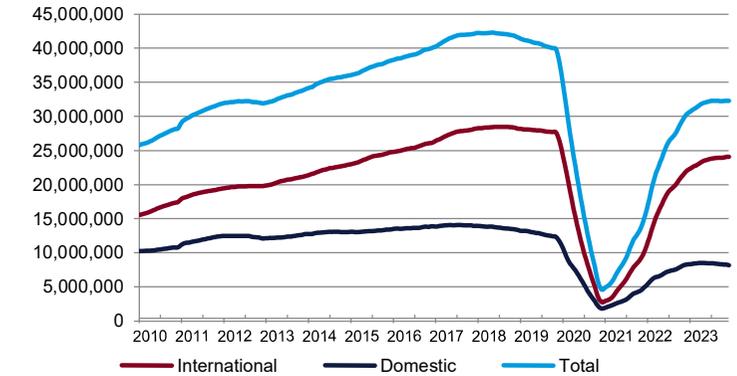
PASSENGER VOLUME – SWEDAVIA

Quarterly passenger volume, 2022–2024 (in millions)



PASSENGER TRENDS – SWEDAVIA

Number of passengers, rolling 12-month figures April 2010 – March 2024



PASSENGER VOLUME

Number of passengers Jan-Mar

Passengers	2024	2023	Per cent change
International	4,853,000	4,628,000	4.9%
Domestic	1,870,000	2,037,000	-8.2%
Total	6,723,000	6,665,000	0.9%



Economic overview, Group

OPERATING INCOME

January–March

Net revenue was SEK 1,443 M (1,289), which is an increase of SEK 154 M or 12.0 per cent compared with last year. In the Airport Operations segment, net revenue was SEK 155 M higher at SEK 1,442 M (1,287). Net revenue in the Real Estate segment was SEK 8 M (9).

Revenue from Aviation Business totalled SEK 920 M (813), which is 13.2 per cent higher compared with last year. Revenue from Aviation Business increased more than the upturn in passenger volume, mainly due to fee adjustments 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 was lower than last year, mainly due to reduced revenue from de-icing.

Revenue from Commercial Services increased by SEK 45 M compared with last year and totalled SEK 518 M (472). Revenue increased more than the upturn in passenger volume as a result of increased average revenue per departing passenger within Retail, Food & Beverage and price adjustments within Parking & Entry. Real Estate revenue was also higher compared with last year, mainly due to higher rental income and increased revenue from the resale of heating.

Other operating income totalled SEK 7 M (4).

External costs and staff expenses, including own work capitalised, totalled SEK -1,276 M (-1,172) and were SEK 103 M higher, due to increased staffing and higher costs for maintenance, security control and heating.

Depreciation, amortisation, and impairment losses totalled SEK -389 M (-333), with the increase due to the completion of several major investment projects and the commissioning of new facilities.

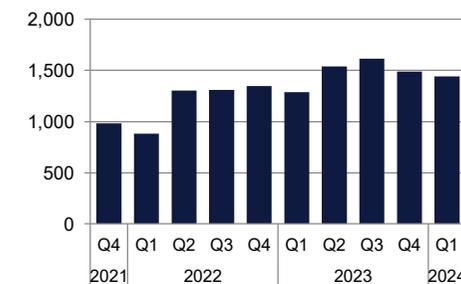
Consolidated operating income totalled SEK -217 M (-215) and the consolidated operating margin was -15.0% (-16.7).

Excluding restructuring costs, impairment losses, disposals and capital gains, operating income was SEK -213 M (-212).

Operating income in the Airport Operations segment was SEK 6 M higher compared with the same period last year at SEK -204 M (-210).

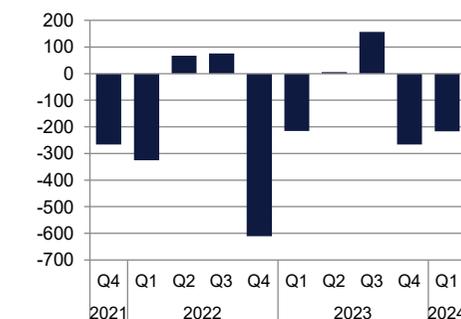
In the Real Estate segment, operating income was SEK -18 M (-10).

NET REVENUE, SEK M



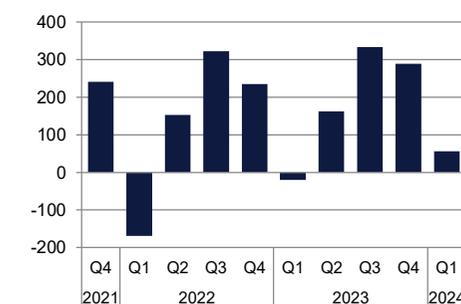
OPERATING INCOME ¹, SEK M

(Including capital gains)



¹ A reserve of SEK 441 M was charged to operating income for the fourth quarter of 2022 for the potential repayment of restructuring aid

CASH FLOW FROM OPERATING ACTIVITIES, SEK M



FINANCIAL ITEMS

Financial items for the first quarter were a net expense of SEK -52 M (-34), which is SEK 18 M higher than for the same period last year. The difference is mainly due to higher financial costs of SEK 82 M (68) for borrowing, as a result of a higher average interest rate. Increased income from holdings in associate companies of SEK 13 M (11) and higher interest income of SEK 10 M (9) had a positive impact.

NET INCOME FOR THE PERIOD

Net income before tax for the first quarter totalled SEK -269 M (-249), and net income for the period totalled SEK -215 M (-199).

INVESTMENTS

Investments for the quarter totalled SEK 346 M (434), with investments in the Airport Operations segment totalling SEK 341 M (431). Most investments were made in the development programme at Stockholm Arlanda Airport to increase capacity and improve the range of services available.

Investments in Real Estate and property development totalled SEK 5 M (3).

CASH FLOW

Cash flow for the first quarter totalled SEK -475 M (21). Cash flow from operating activities for the quarter was positive at SEK 57 M, which is SEK 76 M better compared with last year. The improved cash flow from operating activities is mainly due to higher cash flow from changes in working capital, but cash flow from operating activities before changes in working capital also made a positive contribution. Cash flow from changes in working capital was positive, as a result of seasonal fluctuations, and totalled SEK 23 M (-44).

Cash flow from investing activities totalled SEK -247 M (-453). Payments made for investments

totalled SEK 346 M (434). During the period, short-term investments provided a positive net cash flow of SEK 99 M (-19). Cash flow from financing activities was negative and totalled SEK -284 M (493), mainly as a result of amortised loan debt of SEK 196 M. Interest payments on hybrid bonds had an impact of SEK -61 M (-35). Lease liabilities totalling SEK -27 M (-28) were repaid.

LIQUIDITY AND FINANCIAL POSITION

Equity totalled SEK 10,993 M (11,212) at the end of the first quarter. The decrease in equity is attributable to comprehensive income for the period of SEK -158 M and interest paid on hybrid bonds of SEK -61 M.

Swedavia's loan liabilities at the end of the quarter totalled SEK 10,947 M (11,144). Swedavia's loan liabilities are broken down into bank loans of SEK 4,800 M (4,800), bonds of SEK 6 000 M (6,000) and commercial papers of SEK 148 M (344). At the end of the quarter, the average capital tie-up period, which includes the effect of interest rate derivatives, was 3.4 years (3.7) and the average interest rate lock-in period was 4.0 years (4.1). The average interest rate on March 31 was 2.8 per cent (2.8). On March 31, the nominal total of interest rate derivatives was SEK 6,850 M (6,850).

Liquid assets decreased SEK 475 M to SEK 544 M (1,018) at the end of the quarter. Short-term investments decreased SEK 99 M during the quarter, from SEK 297 M to SEK 198 M. Net liabilities increased SEK 392 M, from SEK 11,630 M to SEK 12,022 M.

The debt/equity ratio was 1.1 (1.0) times.

At the end of the first quarter, Swedavia had unused credit facilities of SEK 4,050 M (4,050).

SWEDAVIA'S FINANCIAL TARGETS

	Actual Mar 31, 2024	Target
Return on operating capital, %	-1.2	6.0
Debt/equity ratio, times	1.1	0.7-1.5
Dividend target, %	-	10-50

KEY FINANCIAL METRICS

	Actual Mar 31, 2024	Actual Mar 31, 2023	Actual Dec 31, 2023	Policy
Average interest rate, %	2.8	2.4	2.8	n/a
Average interest rate lock-in period, year	4.0	3.8	4.1	1-5
Average capital tie-up period, years	3.4	3.3	3.7	2-5

Economic overview, Group

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

EMPLOYEES

The average number of employees for the period April 1, 2023–March 31, 2024, totalled 2,703 (2,430). The average number of employees increased during the period as part of increased dimensioning in operations.

RISKS AND UNCERTAINTIES

Risk is defined here as an event that affects the Group's prospects of achieving its operational goals and implementing its strategies. Swedavia works continuously to map, monitor, and manage risks in its operations. Risk reports are prepared and presented to the Board of Directors on a quarterly basis. Swedavia's significant risks are described in the Annual and Sustainability Report for 2023 on pages 31–36 and 83 and in Note 43.

Swedavia's biggest risks are related to the air traffic trend. Passenger volume during the first quarter of 2024 was 76 per cent of the pre-pandemic level. The risks that can have a negative impact on operations are a deterioration in the global situation, high inflation and interest rates, and price increases for energy, fuels, and materials. These developments have had a negative impact on global economic growth, which in turn affects the trend in the aviation industry. Swedavia works on a continuous basis with different scenarios of potential future short-term and long-term passenger trends and develops action plans based on these. Swedavia has a large number of customers, and it may have a major impact on Swedavia's operations if one of these were to have financial problems.

Potential financial challenges for airlines could have a negative impact on Swedavia through immediate customer credit losses as well as poorer connectivity in the form of a decrease in air traffic, a smaller range of routes available and lower capacity.

If passenger volumes decrease, there is a risk of a negative impact on Swedavia's commercial business. Many tenants and partners at the airports are affected by lower passenger volume and the fall in revenue this entails, which in turn means lower sales-based rental income for Swedavia.

If demand for air travel increases, this entails a risk of capacity challenges at times when there is a lot of traffic, which has a negative effect on quality and customer satisfaction.

There is also a risk of disruptions or interruptions in service in the airport's aviation and commercial operations as a result of cyberattacks or other external events. There is furthermore a risk of not being able to convert insights and customer needs quickly enough into new business opportunities.

Ongoing investments at the airports could affect tenants, who may have to relocate their premises. During the second quarter of 2020, Swedavia was sued in court over a rental 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.

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.

The company assesses climate-related risks on the basis of a TCFD-aligned analysis as well as an assessment of changes in climate legislation and customer behaviour. These may affect Swedavia's operations in both the short term and the long term, partly in the form of the valuation of fixed assets, goodwill, and provisions, and partly in the form of future earning capacity. Climate-related risks are not currently expected to have any material impact on the valuation of reported assets in the short term.

Other external factors may also affect Swedavia's performance.

Parent Company

NET REVENUE AND OPERATING INCOME

Net revenue for the quarter totalled SEK 1,442 M (1,287), an increase of SEK 155 M compared with the previous year due to fee adjustments and increased passenger volumes. Operating income for the quarter was negative at SEK -238 M (-243) and the operating margin was -16.5 per cent (-18.9). Net income before tax for the quarter totalled SEK -297 M (-288). Net income for the period was SEK -236 M (-229)

Consolidated income statement

Amounts in SEK M	Note	2024 Jan-Mar	2023 Jan-Mar	2023 Jan-Dec
Net revenue	2, 3	1,443	1,289	5,931
Other operating revenue	6	7	3	45
Total revenue		1,450	1,292	5,975
Work performed by the company for its own use and capitalised		35	31	133
External costs		-768	-730	-2,943
Staff expenses		-542	-473	-1,903
Depreciation/amortisation and impairment losses on fixed assets and intangible assets		-389	-333	-1,458
Other operating costs		-3	-1	-122
Operating income		-217	-215	-318
Income from financial items				
Income from holdings in associate companies		13	11	52
Interest income and similar items		17	19	53
Interest expenses and similar items		-83	-64	-296
Income after financial items		-269	-249	-509
Tax		54	49	156
Net income for the period	2	-215	-199	-353
Earnings per share before and after dilution, SEK		-0.19	-0.16	-0.37
The total number of shares was 1,441,403,026 for all periods				

Consolidated statement of comprehensive income

Amounts in SEK M	Note	2024 Jan-Mar	2023 Jan-Mar	2023 Jan-Dec
Net income for the period		-215	-199	-353
Other comprehensive income				
Items that can be reclassified to the income statement				
Cash flow hedges:				
Items reclassified to the income statement		-3	5	49
Change in fair value for the period		63	-173	-480
Tax		-12	35	89
Other comprehensive income from joint ventures, net after tax		1	4	-16
Items that cannot be transferred to profit or loss (after tax)				
Revaluations of defined benefit pensions		10	1	-104
Tax		-2	-0	21
Total other comprehensive income, net after tax		57	-128	-441
Comprehensive income for the period		-158	-328	-794

Condensed consolidated balance sheet

Amounts in SEK M	Note	Mar 31, 2024	Mar 31, 2023	Dec 31, 2023
Assets	2			
NON-CURRENT ASSETS				
Intangible fixed assets		636	681	649
Fixed assets		20,499	19,974	20,485
Right of use asset		1,068	1,110	1,034
Deferred tax asset		448	222	408
Derivative instruments		300	497	244
Total financial assets		1,540	1,464	1,514
Total non-current assets		24,491	23,949	24,334
Current assets				
Materials and supplies		89	85	90
Accounts receivable	5	403	382	492
Receivables from associate companies		10	10	8
Other receivables		164	126	272
Prepaid expenses and accrued income		192	181	206
Derivative instruments		4	7	-
Short-term investments		198	411	297
Liquid assets		544	1,280	1,018
Total current assets		1,604	2,482	2,383
Total assets		26,095	26,431	26,717

Amounts in SEK M	Note	Mar 31, 2024	Mar 31, 2023	Dec 31, 2023
Equity and liabilities	2			
Equity				
Share capital		1,441	1,441	1,441
Other contributed capital		3,783	3,783	3,783
Hedge reserve		239	400	191
Hybrid bonds		4,608	3,500	4,608
Retained earnings (including profit for the period)		922	1,597	1,190
Total equity		10,993	10,721	11,212
Non-current liabilities				
Provisions		1,136	904	1,157
Interest-bearing liabilities		8,950	9,101	9,950
Derivative instruments	4	2	2	2
Lease liabilities		996	1,039	968
Other non-current liabilities		22	28	14
Total non-current liabilities		11,105	11,074	12,090
Current liabilities				
Provisions		81	49	77
Interest-bearing liabilities		1,997	2,599	1,193
Derivative instruments	4	8	5	7
Lease liabilities		139	132	133
Trade payables		388	436	621
Liabilities to associated companies		38	0	0
Other liabilities		629	615	591
Accrued expenses and prepaid income		719	800	792
Total current liabilities		3,998	4,636	3,414
Total equity and liabilities		26,095	26,431	26,717

Consolidated statement of changes in equity

Amounts in SEK M	Note	Mar 31, 2024	Mar 31, 2023
Equity, opening balance		11,212	11,084
Hybrid bond interest		-61	-35
Total transactions with owner and others		-61	-35
Net income for the period		-215	-199
Other comprehensive income		57	-128
Other comprehensive income for the period		-158	-328
Equity, closing balance		10,993	10,721

Consolidated cash flow statement

Amounts in SEK M	Note	2024 Jan-Mar	2023 Jan-Mar	2023 Jan-Dec
Operating activities				
Income after financial items		-269	-249	-509
Adjustments for non-cash items		327	269	1,510
Tax paid		-26	4	2
		33	24	1,003
Cash flow from changes in working capital				
Increase(-)/Decrease(+) in materials and supplies		1	-7	-12
Increase(-)/Decrease(+) in operating receivables		219	53	-389
Increase(+)/Decrease(-) in operating liabilities		-197	-90	164
Cash flow from operating activities		57	-19	766
Investing activities				
Purchase of intangible assets		-7	-6	-53
Acquisitions/disposal of fixed assets		-339	-428	-1,957
Acquisitions short-term investments		-198	-427	-1,220
Disposal short-term investments		297	408	1,316
Dividends from associated companies		-	-	90
Cash flow from investing activities		-247	-453	-1,824
Financing activities				
Hybrid bond issue		-	-	2,000
Repurchase of hybrid bonds		-	-	-892
Interest and transaction costs, hybrid bonds		-61	-35	-187
Borrowings raised		-	1,848	4,681
Borrowings repaid		-196	-1,292	-4,679
Repayment of lease liabilities		-27	-28	-106
Cash flow from financing activities		-284	493	817
Cash flow for the period		-475	21	-242
Cash and cash equivalents at the beginning of the period		1,018	1,260	1,260
Cash and cash equivalents at the end of the period		544	1,280	1,018

Parent Company income statement

Amounts in SEK M	Note	2024 Jan-Mar	2023 Jan-Mar	2023 Jan-Dec
Net revenue		1,442	1,287	5,901
Other operating revenue		7	3	45
Total revenue		1,449	1,290	5,946
Work performed by the company for its own use and capitalised		35	31	133
External costs		-791	-759	-3,047
Staff expenses		-570	-499	-1,695
Depreciation/amortisation and impairment losses on fixed assets and intangible assets		-359	-305	-1,343
Other operating costs		-3	-1	-122
Operating income		-238	-243	-129
Income from financial items				
Profit from holdings in Group companies		-	-	25
Interest income and similar profit/loss items		24	25	83
Interest expenses and similar profit/loss items		-84	-70	-322
Income after financial items		-297	-288	-343
Appropriations		-	-	153
Income after financial items		-297	-288	-190
Tax		61	59	102
Net income for the period		-236	-229	-87

Parent Company statement of comprehensive income

Amounts in SEK M	Note	2024 Jan-Mar	2023 Jan-Mar	2023 Jan-Dec
Net income for the period		-236	-229	-87
Other comprehensive income		-	-	-
Comprehensive income for the period		-236	-229	-87

Condensed Parent Company balance sheet

Amounts in SEK M	Note	Mar 31, 2024	Mar 31, 2023	Dec 31, 2023	Amounts in SEK M	Note	Mar 31, 2024	Mar 31, 2023	Dec 31, 2023
Assets					Equity and liabilities				
NON-CURRENT ASSETS					Equity				
Intangible fixed assets		433	502	452	Restricted equity				
Fixed assets		19,460	19,006	19,458	Share capital (1,441,403,026 shares)		1,441	1,441	1,441
Total financial assets		2,328	2,089	2,255	Reserve for development expenditures		6	7	6
Total non-current assets		22,221	21,598	22,165	Non-restricted equity				
Current assets					Share premium reserve		2,161	2,161	2,161
Materials and supplies		89	85	90	Hybrid bonds		4,608	3,500	4,608
Current receivables		1,850	1,771	2,033	Retained earnings		1,807	2,105	1,955
Short-term investments		198	411	297	Net income for the period		-236	-229	-87
Liquid assets		544	1,280	1,018	Total equity		9,787	8,985	10,085
Total current assets		2,680	3,548	3,438	Untaxed reserves		858	988	858
Total assets		24,901	25,145	25,603	Provisions		1,438	1,500	1,424
					Non-current liabilities		8,959	9,116	9,951
					Current liabilities		3,860	4,556	3,286
					Total equity and liabilities		24,901	25,145	25,603

Notes

NOTE 1 Accounting principles

GENERAL

This Interim Report was prepared in conformity with IAS 34, "Interim Financial Reporting", and applicable standards in Sweden's Annual Accounts Act. Disclosure requirements set out in IAS 34 and in the Annual Accounts Act, Chapter 9 "Interim Reports" have been applied both in the notes and elsewhere in the Interim Report. For the Group and Parent Company, the same accounting principles and bases for calculation have been applied as in the most recent annual report except for the changes in accounting principles described below.

The Group's reporting is in millions of Swedish kronor (SEK M) unless otherwise indicated. Rounding differences may occur.

NEW ACCOUNTING PRINCIPLES FOR 2024

None of the new and revised standards and interpretations that came into effect on January 1, 2024, has had a material effect on Swedavia's financial reports.

NEW AND REVISED STANDARDS AND INTERPRETATIONS THAT ENTER INTO EFFECT IN 2025 OR LATER

The effects on the Group's financial reports and position of revisions that are mandatory for the financial year 2025 are not expected to have any material impact on the Group's future financial reports. The effects on the Group's financial reports of new and revised standards that enter into force in 2026 or later still need to be assessed.

STATE AID

Swedavia receives grants from the Swedish State and the European Union, mostly concerning the following:

- Grant from the EU's research and development operations. Swedavia participates in research and development programmes relating to the provision of Air Navigation Services (ANS) to support the operation of commercial or chartered traffic within the EU. State aid received through the project in relation to costs is reported as a reduction of the corresponding cost in the income statement. State aid received in relation to the financing of ongoing projects is reported as a reduction in the carrying amount of the asset

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 can exercise a controlling or significant interest. Costs arise mostly from the purchase of meteorological services, fees to government authorities and Air Traffic Services, which are largely included in the costs reimbursed by the Swedish Transport Agency. The transactions take place at market prices and are based on standard commercial terms.

NOTE 2 Segment reporting

Swedavia's operations are organised and managed in two operating segments, Airport Operations and Real Estate. The highest executive decision-maker at Swedavia is identified as the president and CEO of the Parent Company. The basis of segment reporting is the Group's internal reporting.

- 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 around Swedavia's airports. Most revenue consists of rental income
- Eliminations and adjustments – capitalisation of borrowing expenses in accordance with IAS 23, IFRS 16 "Leases", remeasurement 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 in the elimination of intra-Group items in this column. The accounting principles otherwise conform to those applied in the consolidated financial accounts

Income statement Jan-Mar Amounts in SEK M	Airport Operations		Real Estate		Eliminations/adjustments		Group	
	2024	2023	2024	2023	2024	2023	2024	2023
Net revenue	1,442	1,287	8	9	-7	-7	1,443	1,289
Other operating revenue	7	3	-	-	-	-	7	3
Total revenue	1,449	1,290	8	9	-7	-7	1,450	1,292
Work performed by the company for its own use and capitalised	35	31	-	-	-	-	35	31
Operating costs	-1,333	-1,232	-20	-13	43	41	-1,311	-1,204
Depreciation and amortization	-353	-299	-6	-6	-30	-29	-389	-333
Other operating costs	-3	-1	-	0	-	-	-3	-1
Operating income	-204	-210	-18	-10	5	6	-217	-215
Income from holdings in subsidiaries	-	-	-	-	-	-	-	-
Interest income and similar items	24	25	13	11	-7	-6	30	30
Interest expenses and similar items	-90	-76	-7	-5	14	17	-83	-64
Income after financial items	-270	-262	-11	-4	12	17	-269	-249
Tax	55	53	2	-1	-3	-3	54	49
Net income for the period	-215	-208	-10	-5	10	13	-215	-199
Other segment information								
Income from holdings in associate companies	-	-	13	11	-	-	13	11
Capital spending	341	431	5	3	-	-	346	434
Restructuring costs	3	1	-	-	-	-	3	1
Impairment losses/disposals	1	1	-	-	-	-	1	1

Balance sheet as of March 31 Amounts in SEK M	Airport Operations		Real Estate		Eliminations/adjustments		Group	
	2024	2023	2024	2023	2024	2023	2024	2023
Non-current assets	22,032	21,295	1,579	1,644	880	1,009	24,491	23,949
Current assets	2,680	3,548	118	125	-1,194	-1,191	1,604	2,482
Total assets	24,712	24,843	1,697	1,769	-314	-181	26,095	26,431
Equity	10,677	10,219	598	685	-282	-182	10,993	10,721
Liabilities	14,035	14,625	1,099	1,085	-31	1	15,103	15,710
Total equity and liabilities	24,712	24,843	1,697	1,769	-314	-181	26,095	26,431

NOTE 3 Net revenue

Swedavia's geographic market is Sweden. Swedavia's airports are run, consolidated, and reported internally as a single integrated airport system.

For the quarter, revenue from contracts with customers under IFRS 15 totalled SEK 1,229 M (1,099), which pertains to total net revenue excluding revenue from Retail, Food and Beverage of SEK 144 M (124), and rental income under IFRS 16 of SEK 70 M (66).

Breakdown of net revenue Amounts in SEK M	Airport Operations		Real Estate		Eliminations/adjustments		Group	
	Jan-Mar 2024	Jan-Mar 2023	Jan-Mar 2024	Jan-Mar 2023	Jan-Mar 2024	Jan-Mar 2023	Jan-Mar 2024	Jan-Mar 2023
Aviation Business								
Passenger-related revenue	311	296	-	-	-	-	311	296
Aircraft-related revenue	228	171	-	-	-	-	228	171
Externally regulated charges	256	208	-	-	-	-	256	208
Ground handling	82	87	-	-	-	-	82	87
Other ancillary services	44	51	-	-	-	-	44	51
Total Aviation Business	920	813	-	-	-	-	920	813
Commercial Services								
Parking & entry	192	177	-	-	-	-	192	177
Retail, food & beverage	144	124	-	-	-	-	144	124
Real estate revenue	134	130	8	9	-3	-3	139	135
Advertising	24	20	-	-	-	-	24	20
Other commercial services	19	17	0	0	-1	-1	18	16
Total Commercial Services	514	468	8	9	-4	-4	518	472
Other net revenue	8	7	-0	0	-3	-3	5	4
Total	1,442	1,287	8	9	-7	-7	1,443	1,289

NOTE 4 Financial instruments, fair value

MEASUREMENT AT FAIR VALUE

For current receivables and liabilities, such as trade receivables and trade payables, with a remaining life of less than six months, the carrying amount is considered to reflect the fair value.

Fair value for interest-bearing liabilities is calculated by discounting future cash flows of the principal and interest discounted at the current market interest rate. At the balance sheet date, all derivatives are classified under Level 2, which means that prices can be determined for the derivatives through directly or indirectly quoted prices based on observable market data.

The Group has entered into ISDA agreements for derivatives, which allow set-off, for instance, against payments. There is no net accounting.

Jan-Mar 2024							
Carrying amount and fair value of financial instruments, SEK M	Financial assets measured at fair value via income statement	Financial assets measured at amortized cost	Financial liabilities reported at fair value via income statement	Financial liabilities reported at net historical acquisition cost	Derivatives under hedge accounting	Net carrying amount	Fair value
Assets	-	1,534	-	-	305	1,839	1,839
of which derivatives	-	-	-	-	305	305	305
Liabilities	-	-	-10	-11,670	-	-11,680	-11,674
of which loan liabilities	-	-	-	-10,947	-	-10,947	-10,941
of which derivatives	-	-	-10	-	-	-10	-10
Total assets and liabilities by category	-	1,534	-10	-11,670	305	-9,841	-9,835

Jan-Mar 2023							
Carrying amount and fair value of financial instruments, SEK M	Financial assets measured at fair value via income statement	Financial assets measured at amortized cost	Financial liabilities reported at fair value via income statement	Financial liabilities reported at net historical acquisition cost	Derivatives under hedge accounting	Net carrying amount	Fair value
Assets	-	2,374	-	-	504	2,878	2,878
of which derivatives	-	-	-	-	504	504	504
Liabilities	-	-	-7	-12,507	-	-12,514	-12,272
of which loan liabilities	-	-	-	-11,700	-	-11,700	-11,459
of which derivatives	-	-	-7	-	-	-7	-7
Total assets and liabilities by category	-	2,374	-7	-12,507	504	-9,636	-9,395

Jan-Dec 2023							
Carrying amount and fair value of financial instruments, SEK M	Financial assets measured at fair value via income statement	Financial assets measured at amortized cost	Financial liabilities reported at fair value via income statement	Financial liabilities reported at net historical acquisition cost	Derivatives under hedge accounting	Net carrying amount	Fair value
Assets	-	2,324	-	-	244	2,567	2,567
of which derivatives	-	-	-	-	244	244	244
Liabilities	-	-	-9	-12,040	-	-12,049	-12,032
of which loan liabilities	-	-	-	-11,143	-	-11,143	-11,126
of which derivatives	-	-	-9	-	-	-9	-9
Total assets and liabilities by category	-	2,324	-9	-12,040	244	-9,481	-9,464

Notes

NOTE 5 Trade receivables

In accordance with IFRS 9 “Financial instruments”, at each balance sheet date Swedavia assesses whether there are objective indications that an impairment loss needs to be taken on a financial asset or group of financial assets even from the date of initial recognition. Impairment losses are calculated and recognised for financial assets measured at amortised cost and for financial assets measured 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 initial recognition of the financial asset, a provision for credit losses is calculated and recognised based on expected credit losses. Swedavia applies the simplified method for calculating expected credit losses. The calculation of expected credit losses is based on a combination of historical data, based on customer type and due date, which are considered in relation to future economic prospects. The assessment of future economic prospects is based on market data, credit ratings and other financial information.

NOTE 6 Pledged assets and contingent liabilities

Swedavia’s pledged assets consist of shares and holdings in the joint ventures Swedish Airport Infrastructure KB and Swedish Airport Infrastructure AB in the amount of SEK 886 M (872) and pension obligations in endowment insurance owned by the company in the amount of SEK 10 M (10).

Swedavia also has obligations related to environmental requirements. In its operations, Swedavia handles chemical substances and products and is responsible for waste, atmospheric emissions, discharges to water, contamination, and other environmental impacts at Swedavia’s airports. Swedavia’s obligations cover events after the company was formed.

NOTE 7 Supplementary information for key metrics

DEBT/EQUITY RATIO

The debt/equity ratio is affected by the pension liability trend. The pension liability was SEK 682 M on March 31, 2024, and SEK 702 M on December 31, 2023.

NOTE 8 Return on operating capital excluding capital gains, impairment losses, disposals and restructuring costs

In calculating this key metric as of March 31, 2024, operating income for the rolling 12 months was adjusted by restructuring costs of SEK 9 M and impairment losses and disposals of SEK 130 M. Operating income as of March 31, 2023, for the rolling 12 months was adjusted by restructuring costs of SEK 6 M and impairment losses and disposals of SEK 23 M.

NOTE 9 Events after the reporting period

NOMINATIONS TO SWEDAVIA’S BOARD OF DIRECTORS

On April 3, it was announced that the Government Offices of Sweden has decided on nominations to Swedavia's Board of Directors. The Government Offices of Sweden has nominated Ulrika Francke as the new Chair of the Board of Swedavia AB when Åke Svensson leaves his position at the Annual General Meeting after eight years in the post. Ulrika Francke has a solid background as a business leader and board member in both private and public organisations. Lottie Svedenstedt is also leaving the Board at her own request. The other Board members are proposed for re-election.

Key metrics and definitions

Key metrics

Key financial metrics

AVERAGE NUMBER OF EMPLOYEES

The average number of employees is calculated based on hours worked, 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 12-month basis.

CAPITAL TIE-UP PERIOD

Volume-weighted average remaining maturity for interest-bearing liabilities at the end of the period. This metric tracks the Group's financial risk.

COMMERCIAL REVENUE PER DEPARTING PASSENGER*

Revenue from Retail, Food & Beverage and Parking & Entry divided by the number of departing passengers for the same period. A metric that the Group considers crucial for monitoring changes in commercial revenue.

DEBT/EQUITY RATIO*

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.

DIVIDEND PAY-OUT RATIO

The normal dividend shall be between 10 and 50 per cent of net income after tax. Annual dividend decisions shall consider the company's operations, implementation of the company's strategy and its financial position. In determining this, special consideration shall be given to

the company's assessed ability to achieve its capital structure target (a debt/equity ratio of 0.7–1.5 times) going forward.

EARNINGS PER SHARE

Earnings per share is calculated as net income for the period less costs related to hybrid bonds divided by the total number of shares.

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 reflects the Group's interest rate risk.

INVESTMENTS*

Swedavia's investments in fixed assets and long-term intangible assets including investment projects in progress.

OPERATING COSTS PER DEPARTING PASSENGER*

Airport Operations' total external costs plus staff expenses minus restructuring costs (mainly due to staff changes) and 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 INCOME EXCLUDING CAPITAL GAINS*

Operating income excluding capital gains from material transactions. This metric is crucial since Swedavia's management monitors operating income excluding capital gains.

OPERATING INCOME EXCLUDING RESTRUCTURING COSTS, CAPITAL GAINS, IMPAIRMENT LOSSES AND DISPOSALS*

Operating income excluding restructuring costs (mainly due to staff changes), capital gains, impairment losses and disposals. The metric is crucial as it is considered to provide a better understanding of the operating income trend.

OPERATING MARGIN*

Operating income as a percentage of net revenue. For the operating margin excluding capital gains, see calculation of "Operating income excluding capital gains".

PASSENGER

The term "passenger" refers to the statistical event in which a person has departed from or arrived at one of Swedavia's airports by air. The term "departing passenger" thus refers to a statistical event in which a person has departed from one of Swedavia's airports by air. The number of departing passengers is approximated by dividing the number of passengers by two.

RETURN ON OPERATING CAPITAL*

Operating income plus income from holdings in associate companies for a rolling 12-month period divided by average operating capital. This financial ratio is the owner's metric for profitability at Swedavia and one of the Group's strategic targets for sustainable value creation. The measurement reflects the Group's capital costs.

RETURN ON OPERATING CAPITAL EXCLUDING RESTRUCTURING COSTS, CAPITAL GAINS, IMPAIRMENT LOSSES AND DISPOSALS*

Operating income excluding restructuring costs (mainly due to staff changes), capital gains, impairment losses and disposals plus income from holdings in associate companies for a rolling twelve-month period divided by average operating capital. This financial ratio for profitability is considered to provide a better understanding of the Group's cost of capital based on operating income from operations.

Alternative performance measures (APMs) as specified in the guidelines issued by the European Securities and Markets Authority (ESMA) are marked by an asterisk ()

Other Key Metrics

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 as a percentage.

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.

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.

Definitions

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.

AVIATION BUSINESS

Infrastructure services aimed at airlines and ground handling companies, such as take-off and landing services and security screening.

AIRPORT OPERATIONS

Airport Operations is one of Swedavia's two operating segments. Owns, operates and develops Swedavia's airports.

BALANCE SHEET TOTAL

Total assets.

COMMERCIAL SERVICES

Services connected to the airports such as leasing of premises for retail operations, offices, warehousing and logistics as well as land leases, parking operations and leasing of advertising space.

EBITDA

Earnings before interest, tax, depreciation, and amortisation – in other words, operating income excluding depreciation, amortisation and disposals of tangible and intangible assets.

INTEREST-BEARING LIABILITIES

Interest-bearing liabilities on the balance sheet consist of liabilities to credit institutions, bonds, notes, commercial papers, liabilities to leasing companies and other liabilities.

NET LIABILITIES

Interest-bearing liabilities plus pension liability minus liquid assets and short-term investments.

NET REVENUE

Swedavia's net revenue includes revenue from Aviation Business and Commercial Services.

OPERATING CAPITAL

Equity plus net liabilities.

NET INCOME FOR THE PERIOD

Net income after tax.

REAL ESTATE

Real Estate is the second of Swedavia's two operating segments. Owns, develops, and manages properties and developable land at and around Swedavia's airports.

Calendar

Interim Report Jan–Jun 2024	Jul 17, 2024
Interim Report Jan–Sep 2024	Oct 30, 2024
Year-End Report Jan–Dec 2024	Feb 13, 2025

Swedavia's financial reports are published on Swedavia's website www.swedavia.se.

Swedavia AB (publ) is required to disclose the information in this Interim Report under the EU Market Abuse Regulation and the Securities Market Act. The information was provided by the contact persons listed here for publication on April 29, 2024, at 1:00 p.m. CEST.

This Interim Report was not reviewed by Swedavia's auditors.

Contact persons

JONAS ABRAHAMSSON

President and CEO
Tel.: +46 10 109 01 00

KRISTINA FERENIUS

CFO
Tel.: +46 10 109 01 00

On behalf of the Board of Directors, the CEO hereby presents the Interim Report for the period January–March 2024

Stockholm-Arlanda, April 29, 2024

Jonas Abrahamsson
President and CEO

Swedavia AB (publ)
SE-190 45 Stockholm-Arlanda
Visiting address: Flygvägen 1
Corp. ID No: 556797-0818
Registered office: Sigtuna Municipality

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"E
www.swedavia.se

