

# Interim Report

January – March 2021

“Longed-for meetings”

Jonas Abrahamsson  
President and CEO



# Interim Report January – March 2021

## January – March 2021

- During the quarter, Swedavia's airports had 1.0 million (6.6)<sup>1</sup> passengers, which is a decrease of 86 per cent compared to the same period last year
- Net revenue totalled SEK 457 M (1,245)
- Operating profit was SEK -381 M (275), with the lower operating profit due to reduced volumes and a larger capital gain in last year's profit
- Profit for the quarter was SEK -310 M (292)
- Investments for the Group totalled SEK 391 M (841), with the lower investment pace being an effect of the setting of priorities in the investment portfolio, including the pausing of the Pier G project at Stockholm Arlanda Airport

### KEY FINANCIAL FIGURES, GROUP <sup>3</sup>

	2021 Jan-Mar	2020 Jan-Mar	2020 Jan-Dec
SEK M, unless otherwise indicated			
Net revenue	457	1,245	2,494
Operating profit	-381	275	-1,593
Operating profit excluding capital gains, impairment losses and disposals <sup>2</sup>	-374	-132	-1,793
Operating margin, %	-83.4	22.1	-63.9
Operating margin excluding capital gains, impairment losses and disposals, % <sup>2</sup>	-82.0	-10.6	-71.9
Profit for the period	-310	292	-1,282
Return on operating capital, %	-10.6	5.5	-7.5
Return on operating capital excluding capital gains, impairment losses, and disposals, % <sup>2</sup>	-9.6	3.4	-8.5
Debt/equity ratio, times	1.1	1.0	1.0
Cash flow from operating activities	-362	212	-435
Capital spending	391	841	2,856
Average number of employees	2,453	2,964	2,600
Passengers, million	1.0	6.6	10.3
Operating costs per departing passenger, SEK	1,718.8	344.3	677.5
Commercial revenue per departing passenger, SEK	128.6	91.1	98.0

<sup>1</sup> 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

<sup>2</sup> This key metric is calculated excluding restructuring costs

<sup>3</sup> For definitions of key metrics, see pages 19-20

## Longed-for meetings

More than a year has passed since the Covid-19 pandemic hit the world. The first quarter of 2021 continued to be challenging for the aviation industry, just like for society in general. But with vaccinations being administered across the globe, our hopes have been raised of soon being able to travel and meet others again. Travel has rarely been so longed for as now.

Although it has now been more than a year since the Covid-19 pandemic spread across the globe, the situation in Sweden and around the world is still serious. The restrictions on travel and meetings that were introduced still affect people everywhere. What we all took for granted – being able to travel, meet relatives and friends, become acquainted with new cultures – has not been possible for a long while.

During the first quarter of 2021, 954,000 passengers flew to or from Swedavia's airports. That is a decrease of 86 per cent, or nearly 5.7 million passengers, compared to the same period the previous year, which was only affected to a minor extent by the pandemic. Net revenue totalled SEK 457 M (SEK 1,245 M) and was 63 per cent lower compared to the first quarter of 2020. Our measures to sharply cut costs and the government grants we received could only partly offset the impact of the Covid-19 pandemic on our profit.

### MEETING PEOPLE IS HUMAN

Early in the crisis, digitisation in society accelerated rapidly. The drivers of innovation are strongest in times of crisis, and that is something we can take away from what is in many ways a difficult time. This rapid development quickly raised questions about how we travel and meet one another. Some people have argued that business travel is now bordering on superfluous. Digital tools are available and they work. And the pandemic will probably also change people's view of travel and meetings in the future. Many meetings will benefit from greater efficiency with the use of digital tools, and this is naturally a positive development.

But as the pandemic has dragged on, it has also demonstrated just how dependent we are on travelling and meeting people in real life. A significant proportion of all Swedes have friends and family in other countries that they have been prevented from meeting for far too long. The creation of trust and the relation-building that are often needed to do business are made easier by seeing people in real life. Physical meetings quite simply offer a wealth of subtle complexities in human interaction that no digital tool can replace. So I am cautiously optimistic about the future, although the situation continues to be very challenging for Swedavia and all the other operators in the aviation industry's ecosystem. People will both want and need to meet again – quite simply, it is human. And once this is again possible, we at Swedavia are ready.

### MEASURES FOR A SUCCESSFUL RESTART

Reducing the spread of Covid-19 and safeguarding people's lives and health are still Swedavia's top priority and will remain so when the world opens up again. We will probably have to live with the virus even after we have started to travel again, and it is absolutely critical that travel can take place in a way that is as safe and secure as possible. This applies to the time people spend at the airport, but also in a broader perspective.

Successful vaccination programmes are crucial in the fight against Covid-19 and ultimately in enabling people to travel freely again. However, it is just as crucial to have internationally harmonised health certificates that work well. We now see a number of initiatives in this area, and this is a welcome development. At the same time, it is necessary to have broad, international standardisation, which enables handling certificates from different countries. The faster these are in place, the faster the likelihood will grow of a rapid recovery in the aviation market and in the world's economies. Digital infrastructure that enables efficient handling during the trip itself is also needed, which is something we in the industry are working with full out.

In the meantime, we continue to take necessary measures to manage a strained situation and the very different aviation market we will see going forward. We are preparing so that our adapted organisation can begin operating during the third quarter of the year, and we are in the final phase of implementing the redundancies we were forced to make due to the pandemic. Thanks to natural attrition, the number of employees forced to leave Swedavia has been reduced, but it is of course incredibly difficult to have to lay off skilled, well-liked colleagues.



Swedavia will be a smaller company in the years ahead, but we shall be at least as well adapted to meet our customers' needs. During the past quarter, our investments in measures to increase efficiency have made good progress, and in the years ahead we will continue to enhance our position in the international market in order to enhance Sweden's international access in the long term. We will also continue to work for improved intermodality in the country's transport system, with airports, roads and railways linked together for more efficient and more sustainable transport of people and goods, which makes Sweden more competitive.

All of us at Swedavia look very much forward to making it possible once again for people to meet, and I feel very proud about being able to manage a company with such fantastic employees. They have all contributed in different ways so that we could manage this crisis so far, and they will be crucial to us succeeding with our mission going forward as well.

### FUTURE AIRPORT CAPACITY

Last week, the Swedish government announced that Bromma Stockholm Airport will be closed ahead of time and that it will now appoint a commission to investigate the conditions for this and to ensure future capacity at Stockholm Arlanda Airport.

It is good that the government intends to issue a final decision on Bromma's future in the autumn, especially for the sake of our employees and customers. In our view, a consolidation of traffic at Arlanda would enhance Sweden's competitiveness and access, which we also noted in the impact report that we were asked by our owner to prepare and which was presented nearly eight months ago. However, to ensure long-term airport capacity in Sweden, it is essential that Arlanda is given clear conditions to develop in line with the market's needs. That applies to the airport itself and its infrastructure, but also transport to and from Arlanda – for example, rail traffic. From a rail traffic perspective, it is thus troubling that the infrastructure proposal recently put forth by the government does not consider any of the crucial enhancements needed for Swedish access or otherwise take into account the airport's role in an efficient intermodal transport system.

Sweden is an export-dependent and geographically vast country, so the issue of airport capacity is critical to our future competitiveness. Just as with all long-term infrastructure decisions, it is desirable to have political support that is as broad as possible to create clarity and predictability for all the operators involved. Until further notice, we will run our ten airports – including Bromma – in line with our mission. The purpose of Swedavia's operations is to enable people to meet. I can think of nothing nicer.

Jonas Abrahamsson  
President and CEO

# About Swedavia

**Swedavia's mission is to 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 operates in a competitive and international market. The company's role is to create the access Sweden needs to facilitate travel, business and meetings – in Sweden, elsewhere in Europe and the rest of the world. Swedavia's customers are passengers, airlines and tenants. At the same time, tenants and airlines are important partners in Swedavia's drive to create access and offer passengers – the mutual end-customer – a smooth, inspiring travel experience. In the work to attract airline investments, Swedavia competes with other airports. Safety, security and sustainable development with a focus on the customer are the basis of everything Swedavia does, both in its own operations and in society in general. Operations are run based on solid business principles, and the company shall build a long-term sustainable business through development, planning and operational efficiency. Engaged employees and a good workplace environment are crucial to Swedavia's operations. Swedavia shall continuously reduce its carbon footprint and help reduce the climate impact of the entire aviation industry



## SUSTAINABLE DEVELOPMENT AS A STRATEGIC FOCUS

Swedavia's strategic focus is based on three sustainability dimensions – social development, economy and environmental concern – combined with a focus on the customer.



## OUR STRATEGIC GOALS FOR SUSTAINABLE VALUE CREATION

	Actual <sup>4</sup> Mar 31, 2021	Actual <sup>4</sup> Mar 31, 2020	Targets 2021	Targets 2025
Satisfied passengers, %	81 <sup>5</sup>	81	76	85
Engaged leaders and employees, % <sup>6</sup>	74	n/a	n/a	75
Return on operating capital, %	-10.6	5.5	6.0	6.0
Mixture of renewable jet fuel, % <sup>7</sup>	0.0	0.2	0.2	5.0

<sup>4</sup> The actual figure is for 12 rolling months

<sup>5</sup> Pertains to Q1/2020 for the passenger customer group at Stockholm Arlanda Airport and Göteborg Landvetter Airport.

<sup>6</sup> The last measurement was carried out in 2018 using the Engaged leaders & employees method. A new measurement is planned to be carried out in 2021. Until further notice, the target is reported through pulse measurements results using a different measurement method.

<sup>7</sup> The target is measured based on having 5 per cent of all aviation fuel used for refuelling in Sweden be renewable by 2025.

### Mission

Swedavia is a State-owned company that operates and develops Sweden's national basic infrastructure of airports – a network of airports that connects the whole country with the rest of the world. Our role is to create the access Sweden needs to facilitate travel, business and meetings.

### Objective

Together, we enable people to meet.

### Vision

We develop the airports of the future and create sustainable growth for Sweden.

### Business concept

Together with our partners, we shall create added value for our customers through attractive airports and access.

### Values

- Reliable
- Innovative
- Engaged
- Welcoming

# Important events

## January – March

### **CLARIFICATION OF NATIONAL INTEREST FOR STOCKHOLM ARLANDA**

In late March, the Swedish Transport Administration decided on a new clarification of national interest regarding Stockholm Arlanda Airport. This clarification of national interest constitutes a planning document that clarifies where construction may take place, for instance, based on what distances are required to satisfy maximum noise limits for housing construction. A more detailed description of the function of the national interest is given than was provided in the identification of national interests that the Stockholm County Administrative Board adopted in 2008.

Updating clarifications of national interest based on current conditions with respect to transport is part of the Swedish Transport Administration's long-term planning and shall be carried out if new information emerges that necessitates a different use of land. Such new information is the Swedish Ordinance 2015:216 on Traffic Noise Levels in Housing Construction from 2015. The Swedish Transport Administration notes how technological advances, with quieter and larger aircraft, have reduced the extent of land considered to be of national interest and how municipalities in the vicinity of the airport can now build housing on land previously protected by the national interest. At the same time, the new national interest takes into consideration another two potential parallel runways with a total of up to 540,000 annual movements.

### **TWO PROPOSALS FOR INDUSTRY'S GREEN TRANSITION**

In March, the Swedish government presented two proposals aimed at promoting the industry's transition to fossil-free aviation. The government intends to introduce a reduction quota scheme for jet kerosene. The scheme requires suppliers of jet kerosene to reduce greenhouse gas emissions from the fuel supplied by adding biofuel to the mixture.

The government also presented a proposal aimed at introducing regulations requiring airport charges to be differentiated for environmental reasons. It is proposed that the proposal apply first to Stockholm Arlanda Airport and Göteborg Landvetter Airport, which are the two airports governed by the Swedish Act of Airport Charges. If implemented, it is mainly Swedavia and the airlines that shall reach an agreement on differentiation and decide on charges under the scope of the existing consultative procedure.

It has been proposed that both proposals enter into force on July 1, 2021.

## Events after the end of the period

### **GOVERNMENT ANNOUNCES INTENTION TO CLOSE BROMMA STOCKHOLM AIRPORT**

The Swedish government announced on April 21 that work will be carried out for the early closure of Bromma Stockholm Airport and to ensure the necessary capacity at Stockholm Arlanda Airport. A commission has been appointed to investigate the conditions for the closure. The commission will have until August to submit a report.

# Passenger trends

## January – March

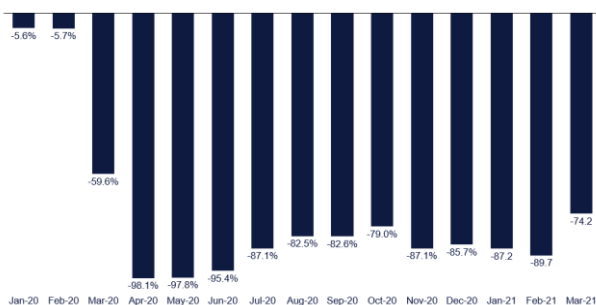
The first quarter continued to be dominated by the major impact of the Covid-19 pandemic and its consequences for the aviation market, with significantly lower demand and extremely weak trends for traffic and passengers. A continued spread of the disease, a low vaccination rate and many countries' travel advisories, restrictions, quarantine requirements or closed borders, combined with an economic downturn, have had a major negative impact on demand for air travel.

A total of 1.0 million passengers flew to or from Swedavia's airports during the first quarter of 2021, compared to 6.6 million the previous year, which corresponds to a decrease of 85.6 per cent compared to the same period last year. Domestic travel decreased 81.5 per cent and international travel saw a decline of 87.6 per cent.

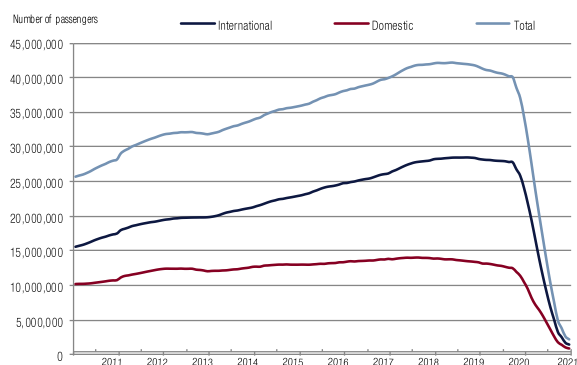
Airlines have sharply reduced their supply capacity in the market. During the first quarter, the number of seats was 80.8 per cent lower compared to the same period last year, but capacity was still higher than demand, which resulted in a weak cabin factor. Despite the sharply lower supply, with far fewer seats in the market, airlines still have problems filling supply.

We can see the full-year impact of the pandemic after the first quarter and note that the number of passengers at Swedavia's airports has decreased by more than 34 million since the pandemic started to affect air traffic.

### PASSENGER TREND BY MONTH (%) - SWEDAVIA JANUARY 2020- MARCH 2021 COMPARED TO LAST YEAR



### PASSENGER TREND - SWEDAVIA ROLLING TWELVE-MONTH TREND, APRIL 2010 - MARCH 2021



### PASSENGER VOLUMES JAN-MAR 2021

#### Number of passengers Jan-Mar

Passengers	2021	2020	Per cent change
International	544,000	4,399,000	-87.6%
Domestic	410,000	2,217,000	-81.5%
<b>Total</b>	<b>954,000</b>	<b>6,617,000</b>	<b>-85.6%</b>

# Economic overview for the Group

## Operating profit

### JANUARY - MARCH

During the first quarter, the effects of the Covid-19 pandemic continued to dominate our operations, with sharply lower air traffic, which resulted in an 86 per cent downturn in air traffic compared to last year. Since Swedavia's business model is primarily based on variable revenue, this also led to a significant decrease in revenue from Aviation Business and Commercial Services in the Airport Operations segment during the first quarter of 2021 compared to the same quarter last year.

Net revenue was SEK 457 M (1,245), which is a decrease of SEK 788 M or 63 per cent compared to the same period last year.

In the Airport Operations segment, net revenue decreased SEK 788 M to SEK 458 M (1,246). Net revenue in the Real Estate segment totalled SEK 7 M (8).

Aviation Business revenue totalled SEK 274 M (785), which is a decrease of SEK 511 M or 65 per cent. Passenger- and aircraft-related revenue was SEK 81 M (486), a decrease of SEK 406 M or 83 per cent, due to the passenger trend and sharply lower traffic. Revenue from Ground Handling and other ancillary services was SEK 76 M lower as a result of sharply lower traffic and totalled SEK 40 M (117).

Revenue from Commercial Services totalled SEK 181 M (453), which is SEK 272 M or 60 per cent lower than for the same period last year. The decrease was lower than the decrease in passenger volume because of revenue from fixed agreements and agreements not directly related to the passenger trend. During the period, State rent relief of SEK 19 M was recognised as income. Other operating revenue totalled SEK 245 M (425), with restructuring aid of SEK 239 M (-) having a positive effect. Last year, a capital gain of SEK 422 M had a positive effect.

External costs and staff expenses totalled SEK 808 M (1,130), which is SEK 322 M lower compared to the same period last year. The lower costs were an effect of the volume decrease, organisational adjustments implemented and generally large-scale cost control. State aid for furloughs totalled SEK 37 M.

Depreciation, amortisation and impairment losses totalled SEK 317 M (313).

Consolidated operating profit was SEK -381 M (275) and the consolidated operating margin was -83.4% (22.1%). Excluding restructuring costs, impairment losses and capital gains, the operating profit was SEK -374 M (-132), which is SEK 242 M lower compared to the same period last year.

Operating profit in the Airport Operations segment amounted to SEK -378 M (-145), a decrease of SEK 233 M due to the effects of Covid-19 on air traffic and passenger volumes. In the Real Estate

segment, the operating profit was SEK -10 M (424), with the lower figure compared to the same period last year explained by a capital gain in 2020 that had a positive effect of SEK 422 M.

## Financial items

Net financial items totalled SEK -8 M (-21), which is SEK 13 M lower than for the same period last year. The difference is explained mostly by increased profit from holdings in associated companies, SEK 20 M (10). The cost of borrowing increased to SEK 31 M (28), due to increased financial liabilities. Other financial net items was positive at SEK 3 M (-3), which is SEK 6 M lower compared to the same period last year. The difference is mostly explained by capitalised interest related to increased implementation of major investment projects.

## Profit for the period

Profit before tax was SEK -389 M (253) and net profit was SEK -310 M (292).

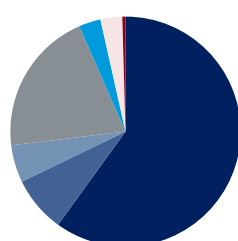
## Investments

Investments totalled SEK 391 M (841), with investments in the Airport Operations segment totalling SEK 349 M (704). Most of the investments were carried out in the development programmes at Stockholm Arlanda Airport and Göteborg Landvetter Airport.

Investments in Real Estate and property development totalled SEK 42 M (137) and were mainly the investment in construction of a hotel at Göteborg Landvetter Airport. The lower investment volume compared to the same quarter last year is an effect of the setting of priorities in the investment portfolio, including the pausing of the Pier G project at Stockholm Arlanda Airport.

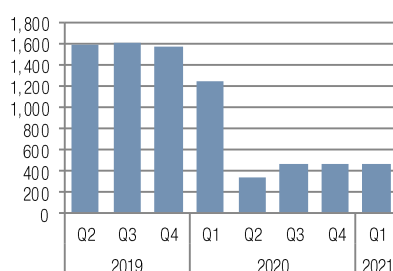
### BREAKDOWN, NET REVENUE

Quarter, January-March 2021



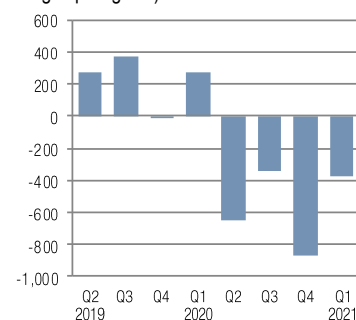
- Aviation Business
- Parking & entry
- Retail, food & beverage
- Other real estate revenue
- Advertising
- Other commercial services
- Other net revenue

### NET REVENUE, SEK M



### OPERATING PROFIT, SEK M

(including capital gains)



## Cash flow

Cash flow for the first quarter was SEK -69 M (281). Cash flow from operating activities was negative at SEK -362 M (212), which is SEK 574 M lower compared to the same period last year. The lower cash flow is mainly explained by lower cash-generating profits from operating activities before the change in working capital. Compared to last year, cash flow from operating receivables was positive, mainly due to furlough aid received for the quarter. Cash flow from operating liabilities was negative during the period mainly due to a sharp decrease in trade payables.

Cash flow from investing activities was SEK -298 M (244), with payments made related to investments totalling SEK 391 M (841), which is SEK 450 M lower than for the same period last year. Last year, proceeds from the sale of Swedavia's subsidiary Airport Hotel 2 AB had a positive effect of SEK 1,176 M. During the first quarter, short-term investments were sold, which entailed a positive net cash flow of SEK 93 M.

Cash flow from financing activities was SEK 591 M (-175). Increased medium-term notes of SEK 273 M and increased commercial paper borrowings of SEK 350 M generated a positive cash flow from loan financing of SEK 623 M. Payment of interest related to the hybrid bond resulted in a negative cash flow during the quarter of SEK 4 M (-4). Lease liabilities of SEK -29 M (-26) were repaid, and cash flow for other loan liabilities was negative, which had a SEK -1 M (-15) effect on cash flow.

## Liquidity and financial position

Consolidated equity at the end of the first quarter was SEK 10,309 M (10,533). Equity includes a hybrid bond of SEK 1,000 M issued in November 2019.

Swedavia's loan liabilities at the end of the quarter totalled SEK 10,357 M (9,734), which is an increase of SEK 623 M. Loan liabilities are broken down into bank loans of SEK 3,200 M (3,200), medium-term notes of SEK 6,157 M (5,884) and commercial paper of SEK 1,000 M (650). At the end of the quarter, the average capital tie-up period, which includes the effect of interest rate derivatives, was 4.0 years (4.2) and the average interest rate lock-in period was 3.0 years (3.3). The average interest rate as of March 31 was 1.1 per cent (1.2). On the balance sheet date, the nominal total of interest rate derivatives was SEK 4,250 M (4,250).

Liquid assets decreased SEK 69 M to SEK 1,393 M (1,462) at the end of the period. Net liabilities increased SEK 732 M from SEK 10,231 M to SEK 10,964 M.

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

At the end of the period, Swedavia had unused credit facilities totalling SEK 3,300 M (2,800).

On the balance sheet date, there were also unutilised framework loan agreements totalling SEK 1,000 M (1,000).

Return on operating capital, excluding restructuring costs, capital gains, impairment losses and disposals, at the end of the period was -10.6 per cent (-7.5).

## Employees

The average number of employees for the period April 1, 2020 – March 31, 2021, was 2,453 (2,964). The reduction in the average number is explained by restructuring programmes, great restraint in filling vacancies and a reduced number of temporary employees.

## Risks and uncertainty factors

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 Report 2020 on pages 60–63 and in Note 47. In 2021, the Covid-19 pandemic has continued to affect Swedavia to a very great extent and is expected to affect the company for a long while. Swedavia's overall top risks consist of reduced air traffic and the risk that a decline in passengers will have a negative impact on Swedavia in the form of lower revenue. The Covid-19 pandemic has entailed lower passenger volumes, with an 86 per cent decrease during the first quarter compared to the same period last year. Because of uncertainty about the spread of the pandemic, travel restrictions, vaccination efforts and the impact on the global economy, it is challenging at present to make any forecast about either a recovery in the short term or the future long-term passenger trend. However, Swedavia is working on an ongoing basis with different scenarios of possible future trends. Swedavia has a number of large customers, which could entail a major impact on Swedavia's operations in the event one of these were to have financial problems. The Covid-19 pandemic has had an enormous impact on all of Swedavia's airline customers. This is having a great negative economic impact on the airlines and will probably lead to consolidation and restructuring in the industry but also to a greater risk of closures and bankruptcies. All in all, the economic challenges for the airlines could have a negative impact on Swedavia in the form of immediate customer credit losses and, in the longer term, a slower recovery in air traffic after the pandemic, which could mean a narrower range of routes and less capacity compared to before the pandemic. The decreased volume also entails a negative impact on Swedavia's commercial business. Many tenants and partners at the airports are directly affected in the form of sharply lower revenue or a total loss of revenue, which in turn means lower sales revenue-based rental income for Swedavia. Another effect once restrictions are gradually eased and traffic resumes is that authorities could introduce new regulations to limit the spread of infection at airports. This could entail changes in working methods, flows and processes for Swedavia. In 2020, Swedavia introduced measures at its airports to prevent the spread of infection and reassure customers about safety in consultation with the authorities.

There is also a risk of disruptions or interruptions in service in the airport's aviation and commercial operations as well as the risk of

### FINANCIAL TARGET FOR SWEDAVIA'S OWNER

	Actual Mar 31, 2021	Target
Return on operating capital, %	-10.6	6.0
Debt/equity ratio, times	1.1	0.7-1.5
Dividend target, %	-	10-50

### KEY FINANCIAL METRICS

	Actual Mar 31, 2021	Actual Mar 31, 2020	Actual Dec 31, 2020	Policy
Average interest rate, %	1.1	1.2	1.2	n/a
Average interest rate lock-in period, year	3.0	3.7	3.3	1-4
Average capital tie-up period, years	4.0	4.7	4.2	2-5

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.

Climate-related risks could affect Swedavia's operations both in the short and long term. Other external factors could also affect Swedavia's performance.

## Parent Company

### Net revenue and operating profit

The Parent Company's net revenue for the quarter totalled SEK 434 M (1,218), which is a decrease of SEK 784 M. Other operating revenue, SEK 245 M (3), was positively affected by restructuring aid of SEK 239 M. Operating profit was SEK -423 M (-199) and the profit margin was -97.4 per cent (-16.4). Profit before tax was SEK -459 M (-224) and net profit for the quarter was SEK -364 M (-177). Operating profit for the quarter was negatively affected mostly by the impact of Covid-19. External costs and staff expenses together were SEK 326 M lower compared to last year, mainly due to cost savings, reductions in non-business-critical activities and furloughs.

## Consolidated income statement

Amounts in SEK M	Note	2021 Jan-Mar	2020 Jan-Mar	2020 Jan-Dec
Net revenue	2, 3	457	1,245	2,494
Other operating revenue	6	245	425	700
Work performed by the company for its own use and capitalised		45	49	172
<b>Total revenue</b>		<b>747</b>	<b>1,720</b>	<b>3,366</b>
External costs		-423	-607	-1,932
Staff expenses		-385	-523	-1,550
Depreciation/amortisation and impairment losses on tangible fixed assets and intangible non-current assets		-317	-313	-1,456
Other operating costs		-3	-1	-21
<b>Operating profit</b>		<b>-381</b>	<b>275</b>	<b>-1,593</b>
<b>Income from financial items</b>				
Income from holdings in associated companies and joint ventures		20	10	54
Interest income and similar items		2	1	5
Interest expenses and similar items		-30	-32	-138
<b>Income after financial items</b>		<b>-389</b>	<b>253</b>	<b>-1,672</b>
Tax		79	38	391
<b>Profit for the period</b>	2	<b>-310</b>	<b>292</b>	<b>-1,282</b>
Earnings per share before and after dilution, SEK		-0.22	0.20	-0.90
The total number of shares was 1,441,403,026 for all periods				

## Consolidated statement of comprehensive income

Amounts in SEK M	Note	2021 Jan-Mar	2020 Jan-Mar	2020 Jan-Dec
<b>Profit for the period</b>		<b>-310</b>	<b>292</b>	<b>-1,282</b>
<b>Other comprehensive income:</b>				
<b>Items that can be reclassified to the income statement</b>				
Cash flow hedges				
Items reclassified to the income statement		-13	-11	-5
Change in fair value for the period		94	-82	-77
Tax		-17	19	17
Other comprehensive income from joint ventures, net after tax		6	-7	-7
<b>Items that cannot be reclassified to the income statement</b>				
Revaluations of defined benefit pensions		25	51	-48
Tax		-5	-11	10
<b>Total other comprehensive income, net after tax</b>		<b>89</b>	<b>-41</b>	<b>-110</b>
<b>Comprehensive income for the period</b>		<b>-220</b>	<b>252</b>	<b>-1,392</b>

## Consolidated balance sheet, summary

Amounts in SEK M	Note	Mar 31, 2021	Mar 31, 2020	Dec 31, 2020
<b>ASSETS</b>	2			
NON-CURRENT ASSETS				
Intangible non-current assets		715	760	729
Tangible fixed assets		18,981	18,334	18,890
Right-of-use assets		1,160	1,262	1,184
Non-current financial assets		1,164	1,133	1,130
<b>Total non-current assets</b>		<b>22,020</b>	<b>21,489</b>	<b>21,934</b>
CURRENT ASSETS				
Materials and supplies		59	58	57
Trade receivables	5	132	383	328
Receivables from associated companies		9	17	7
Other receivables		461	343	277
Prepaid expenses and accrued income		97	111	57
Short-term investments		82	100	175
Liquid assets		1,393	358	1,462
<b>Total current assets</b>		<b>2,232</b>	<b>1,369</b>	<b>2,364</b>
Assets held for sale	7	421	0	388
<b>TOTAL ASSETS</b>		<b>24,672</b>	<b>22,858</b>	<b>24,686</b>
<b>EQUITY AND LIABILITIES</b>	2			
EQUITY				
Share capital		1,441	1,441	1,441
Other paid-in capital		4,662	2,162	4,662
Hedge reserve		-77	-150	-141
Hybrid bond		1,000	1,000	1,000
Retained earnings and profit for the period		3,281	5,234	3,570
<b>Total equity</b>		<b>10,309</b>	<b>9,688</b>	<b>10,533</b>
NON-CURRENT LIABILITIES				
Provisions		1,091	995	1,122
Deferred tax liability		-	406	53
Interest-bearing liabilities		8,401	7,450	8,297
Derivative instruments	4	98	170	172
Lease liability		1,081	1,169	1,103
Other non-current liabilities		192	160	204
<b>Total non-current liabilities</b>		<b>10,863</b>	<b>10,350</b>	<b>10,951</b>
CURRENT LIABILITIES				
Provisions		81	140	89
Interest-bearing liabilities		1,956	990	1,437
Derivative instruments	4	4	19	7
Lease liability		128	134	129
Trade payables		467	691	591
Liabilities to associated companies		19	19	44
Other liabilities		222	85	249
Accrued expenses and prepaid income		588	743	654
<b>Total current liabilities</b>		<b>3,466</b>	<b>2,820</b>	<b>3,199</b>
Liabilities attributable to assets held for sale	7	34	0	3
<b>TOTAL EQUITY AND LIABILITIES</b>		<b>24,672</b>	<b>22,858</b>	<b>24,686</b>

## Consolidated change in equity

Amounts in SEK M	Note	Mar 31, 2021	Mar 31, 2020
<b>GROUP</b>			
Equity, opening balance		10,533	9,440
Hybrid bond interest costs		-4	-4
Profit for the period		-310	292
Other comprehensive income		90	-41
Other comprehensive income for the period		-220	252
Equity, closing balance		10,309	9,688

## Consolidated cash flow statement

Amounts in SEK M	Note	2021	2020	2020
		Jan-Mar	Jan-Mar	Jan-Dec
<b>Operating activities</b>				
Profit after financial items		-389	253	-1,672
Adjustments for items not included in cash flow etc.		-30	-104	994
Tax paid		-17	-29	65
		<b>-436</b>	<b>120</b>	<b>-614</b>
<b>Cash flow from changes in working capital</b>				
Increase(-)/Decrease(+) in materials and supplies		-2	-4	-4
Increase(-)/Decrease(+) in operating receivables		245	189	249
Increase(+)/Decrease(-) in operating liabilities		-169	-93	-67
<b>Cash flow from operating activities</b>		<b>-362</b>	<b>212</b>	<b>-435</b>
<b>Investing activities</b>				
Disposal of subsidiaries	6	-	1,176	1,181
Sale of holdings in associated companies		-	-	83
Acquisitions of intangible non-current assets		-7	-9	-46
Acquisitions of tangible fixed assets		-383	-823	-2,810
Acquisitions short-term investments		-62	-100	-275
Disposal short-term investments		155	-	100
Dividends from associated companies		-	-	72
<b>Cash flow from investing activities</b>		<b>-298</b>	<b>244</b>	<b>-1,696</b>
<b>Financing activities</b>				
Hybrid bond, interest expenses		-4	-4	-16
Shareholder contribution		-	-	2,500
Borrowings raised		654	690	5,269
Borrowings repaid		-30	-820	-4,104
Repaid lease liabilities		-29	-26	-104
Increase(+)/Decrease(-) in other financial liabilities		-1	-15	-29
<b>Cash flow from financing activities</b>		<b>591</b>	<b>-175</b>	<b>3,515</b>
<b>Cash flow for the period</b>		<b>-69</b>	<b>281</b>	<b>1,385</b>
Liquid assets at the beginning of the period		1,462	77	77
Liquid assets at the end of the period		1,393	358	1,462

## Parent Company income statement

Amounts in SEK M	Note	2021 Jan-Mar	2020 Jan-Mar	2020 Jan-Dec
Net revenue		434	1,218	2,442
Other operating income		245	3	272
Work performed by the company for its own use and capitalised		45	49	172
<b>Total revenue</b>		<b>724</b>	<b>1,270</b>	<b>2,886</b>
External expenses		-478	-663	-2,217
Staff expenses		-382	-522	-1,519
Depreciation and amortisation on tangible fixed assets and non-current intangible assets		-285	-283	-1,327
Other operating expenses		-3	-1	-21
<b>Operating profit</b>		<b>-423</b>	<b>-199</b>	<b>-2,198</b>
<b>Income from financial items</b>				
Interest income and similar items		2	4	16
Interest expenses and similar items		-38	-28	-137
<b>Income from financial items</b>		<b>-459</b>	<b>-224</b>	<b>-2,319</b>
Appropriations		-	-	595
<b>Profit before tax</b>		<b>-459</b>	<b>-224</b>	<b>-1,724</b>
Tax		94	47	316
<b>Profit for the period</b>		<b>-364</b>	<b>-177</b>	<b>-1,409</b>

## Parent Company statement of comprehensive income

Amount in SEK M	Note	2021 Jan-Mar	2020 Jan-Mar	2020 Jan-Dec
<b>Profit for the period</b>		<b>-364</b>	<b>-177</b>	<b>-1,409</b>
Other comprehensive income		-	-	-
<b>Comprehensive income for the period</b>		<b>-364</b>	<b>-177</b>	<b>-1,409</b>

## Parent Company balance sheet, summary

Amounts in SEK M	Note	Mar 31, 2021	Mar 31, 2020	Dec 31, 2020
<b>ASSETS</b>				
NON-CURRENT ASSETS				
Intangible non-current assets		585	655	606
Tangible fixed assets		17,858	17,025	17,786
Total financial assets		1,528	1,173	1,434
<b>Non-current assets</b>		<b>19,972</b>	<b>18,854</b>	<b>19,825</b>
CURRENT ASSETS				
Materials and supplies		55	55	53
Current receivables		2,233	2,190	2,180
Short-term investments		82	100	175
Liquid assets		1,384	354	1,457
<b>Total current assets</b>		<b>3,754</b>	<b>2,699</b>	<b>3,865</b>
<b>Total assets</b>		<b>23,725</b>	<b>21,553</b>	<b>23,691</b>
<b>EQUITY AND LIABILITIES</b>				
EQUITY				
<b>Restricted equity</b>				
Share capital (1,441,403,026 shares)		1,441	1,441	1,441
Reserve for development expenditures		25	31	28
<b>Unrestricted equity</b>				
Other paid-in capital		2,162	2,162	2,162
Hybrid bond		1,000	1,000	1,000
Retained earnings/Share premium reserve		3,921	2,838	5,328
Profit for the period		-364	-177	-1,409
<b>Total equity</b>		<b>8,184</b>	<b>7,296</b>	<b>8,551</b>
Untaxed reserves		1,575	2,050	1,575
Provisions		1,424	1,505	1,443
Non-current liabilities		8,583	7,588	8,491
Current liabilities		3,960	3,115	3,631
<b>TOTAL EQUITY AND LIABILITIES</b>		<b>23,725</b>	<b>21,553</b>	<b>23,691</b>

# Notes

## NOTE 1. ACCOUNTING PRINCIPLES

### GENERAL

The Interim Report was prepared in conformity with IAS 34, "Interim Financial Reporting" and applicable standards of Sweden's Annual Accounts Act. Disclosure requirements stipulated in IAS 34 have been applied both in the notes and elsewhere in the Interim Report in accordance with the Annual Accounts Act Chapter 9, "Interim Reports". 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 or revised standards that enter into effect in 2021 or later

The effects on the Group's financial reports and position of amendments and standards that are mandatory for the financial year 2021 have not had any material impact on the Group's financial reports. For new and revised standards that enter into force in 2022 or later, the effects of these changes on the Group's financial reports still need to be assessed.

### Government grants

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

- Grant for furloughs from the Swedish State which was designed to support operations affected by the spread of Covid-19. The grant, provided by the Swedish Agency for Economic and Regional Growth, is recognised as a reduction in staff expenses in the income statement.
- Rent relief grant from the Swedish State. As a result of the grant, landlords that reduced the fixed rent of tenants in some vulnerable industries can apply for a grant in order to be paid compensation for some of the reduction. The grant, which is paid by the Swedish National Board of Housing, Building and Planning, is recognised as revenue in Commercial Services in the income statement.
- Grant from the EU's research and development operations. Swedavia takes part in such a programme, which is aimed at providing air navigation solutions (ANS) to support the provision of general or operational air traffic within the EU. 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.

- Restructuring aid from the Swedish State. Due to Covid-19, the Swedish State has introduced an adaptation grant that will enable companies to weather the acute crisis as well as transform their operations and adapt them to a new normal situation. The aid, which is received from the Swedish Tax Authority, is recognised as other operating revenue in the income statement. Swedavia has recognised restructuring aid totalling SEK 239 M in the income statement during the first quarter of 2021

### RELATED PARTY TRANSACTIONS

Related party transactions involve transactions with State-owned companies and enterprises as well as government agencies. Related parties also include companies over which Swedavia can exercise a controlling interest. Costs arise mostly from meteorological services, fees to government authorities and air traffic management services, which are largely included in the costs reimbursed by the Swedish Transport Agency. The transactions are carried out at market prices and 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 the segment level but instead handled at the 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 reporting.

**SEGMENT REPORTING, INCOME STATEMENT**

Income statement Jan-Mar Amounts in SEK M	Airport Operations		Real Estate		Eliminations/adjustments		Group	
	2021	2020	2021	2020	2021	2020	2021	2020
Net revenue	458	1,246	7	8	-9	-9	457	1,245
Other operating income, external Work performed by the company for its own use and capitalised, external	245	3	-	434	-	-12	245	425
	45	49	-	-	-	-	45	49
<b>Total revenue</b>	<b>748</b>	<b>1,298</b>	<b>7</b>	<b>442</b>	<b>-9</b>	<b>-21</b>	<b>747</b>	<b>1,720</b>
Operating expenses	-841	-1,161	-11	-12	44	43	-808	-1,131
Depreciation, amortisation and impairment losses	-283	-280	-5	-6	-29	-27	-317	-313
Other operating costs	-3	-1	-	-	-	-	-3	-1
<b>Operating profit</b>	<b>-378</b>	<b>-145</b>	<b>-10</b>	<b>424</b>	<b>6</b>	<b>-5</b>	<b>-381</b>	<b>275</b>
Financial income	2	4	20	10	0	-4	22	11
Financial expenses	-40	-32	0	-4	10	4	-30	-32
<b>Profit before tax</b>	<b>-415</b>	<b>-172</b>	<b>10</b>	<b>430</b>	<b>16</b>	<b>-5</b>	<b>-389</b>	<b>253</b>
Tax	86	37	-3	1	-3	1	79	38
<b>Profit for the period</b>	<b>-330</b>	<b>-135</b>	<b>7</b>	<b>431</b>	<b>13</b>	<b>-4</b>	<b>-310</b>	<b>292</b>
<b>Other segment information</b>								
Profit from holdings in associated companies and joint ventures	-	-	20	10	-	-	20	10
Investments	349	704	42	137	-	-	391	841
Profit/loss from sale of shares holdings and operations	-	-	-	434	-	-12	-	422
Restructuring costs	2	15	-	-	-	-	2	15
Impairment losses/disposals	5	0	-	-	-	-	5	0

**SEGMENT REPORTING, BALANCE SHEET**

Balance sheet Amounts in SEK M	Airport Operations		Real Estate		Eliminations/adjustments		Group	
	Mar 31, 2021	Mar 31, 2020	Mar 31, 2021	Mar 31, 2020	Mar 31, 2021	Mar 31, 2020	Mar 31, 2021	Mar 31, 2020
Non-current assets	19,742	18,915	2,103	1,969	175	605	22,020	21,489
Current assets	3,664	2,604	651	701	-2,084	-1,936	2,232	1,369
Assets held for sale	-	-	-	-	421	-	421	-
<b>Total assets</b>	<b>23,407</b>	<b>21,519</b>	<b>2,754</b>	<b>2,670</b>	<b>-1,488</b>	<b>-1,331</b>	<b>24,672</b>	<b>22,858</b>
Equity	9,817	9,376	1,221	1,151	-729	-839	10,309	9,688
Liabilities	13,590	12,143	1,533	1,519	-794	-492	14,329	13,170
Liabilities related to assets held for sale	-	-	-	-	34	-	34	-
<b>Total equity and liabilities</b>	<b>23,407</b>	<b>21,519</b>	<b>2,754</b>	<b>2,670</b>	<b>-1,488</b>	<b>-1,331</b>	<b>24,672</b>	<b>22,858</b>

**NOTE 3. NET REVENUE**

Amounts i SEK M	Airport Operations		Real Estate		Eliminations/adjustments		Group	
	2021 Jan-Mar	2020 Jan-Mar	2021 Jan-Mar	2020 Jan-Mar	2021 Jan-Mar	2020 Jan-Mar	2021 Jan-Mar	2020 Jan-Mar
Breakdown of net revenue								
<b>Aviation Business</b>								
Passenger-related revenue	37	306	-	-	-	-	37	306
Aircraft-related revenue	44	180	-	-	-	-	44	180
Externally regulated charges	153	182	-	-	-	-	153	182
Ground handling	22	70	-	-	-	-	22	70
Other ancillary services	19	46	-	-	-	-	19	46
<b>Total Aviation Business</b>	<b>274</b>	<b>785</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>274</b>	<b>785</b>
<b>Commercial Services</b>								
Parking & entry	36	166	-	-	-	-	36	166
Retail, food & beverage	24	124	-	-	-	-	24	124
Real estate revenue	90	110	7	6	-4	-3	93	113
Advertising	14	29	-	-	-	-	14	29
Other commercial services	17	22	0	2	-3	-4	14	20
<b>Total Commercial Services</b>	<b>180</b>	<b>452</b>	<b>7</b>	<b>8</b>	<b>-7</b>	<b>-7</b>	<b>181</b>	<b>453</b>
Other net revenue	4	9	0	0	-2	-2	2	7
<b>Total net revenue</b>	<b>458</b>	<b>1,246</b>	<b>7</b>	<b>8</b>	<b>-9</b>	<b>-9</b>	<b>457</b>	<b>1,245</b>

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

For the first quarter, revenue from contracts with customers under IFRS 15 totalled SEK 397 M (1,061), which pertains to total net revenue as of March 31 with the exception of revenue from

retail, food & beverage of SEK 24 M (124) as well as some of the Real Estate segment's revenue of SEK 36 M (60).

**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 recognised value is considered to reflect the fair value.

Fair value for interest-bearing liabilities is calculated by discounting the future cash flow of the amount of capital and interest discounted at the current market interest rate. All derivatives on the balance sheet date are classified under Level 2, which means prices for derivatives can be determined through directly or indirectly quoted prices based on observable market data. The Group has entered ISDA agreements for derivatives, which allow set-off, for instance, against payments. There is no net accounting. The Group's lease liabilities have not been measured at fair value. Lease liabilities at book value have not been included in the aggregated figures below.

Group	Measurement under IFRS 9	Book value		Fair value	
		2021 Mar 31	2020 Dec 31	2021 Mar 31	2020 Dec 31
<b>Amounts in SEK M</b>					
Loan receivables and trade receivables	Amortised cost	2,203	2,423	2,203	2,423
Other financial liabilities	Amortised cost	-11,337	-10,716	-11,328	-10,739
Derivatives	Fair value	-102	-180	-102	-180
<b>Total</b>		<b>-9,236</b>	<b>-8,473</b>	<b>-9,227</b>	<b>-8,496</b>

**NOTE 5. TRADE RECEIVABLES**

In accordance with IFRS 9 "Financial instruments", on 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 valued at amortised cost and for financial assets valued at fair value through other comprehensive income. A provision for customer 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. 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 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 relative to future economic prospects. As a result of the major negative effects that the Covid-19 pandemic has had and will continue to have on Swedavia's customers in Aviation Business and Commercial Services, the assessment has been made that many customers – despite the relief measures decided – will still have major economic problems so that they run a great risk of closing down operations or filing for bankruptcy. The provision for expected credit losses is calculated based on historical data and has been supplemented with an assessment of major customers' future ability to pay. The assessment was made based on future economic prospects based on market data, credit ratings and other financial information.

**NOTE 6. ACQUISITION AND SALE OF SUBSIDIARIES**

There were no acquisitions or sales in 2021.

On January 30, 2020, Airport Hotel 2 AB, which owns the hotel property with the newly opened Comfort Hotel at Stockholm Arlanda Airport, was sold. The buyer was Wenaasgruppen AS. The underlying property value was SEK 1,356 M, and Swedavia's capital gain was SEK 427 M. The transaction generated a positive cash flow of SEK 1,181 M.

**NOTE 7. ASSETS HELD FOR SALE**

In July 2018, Swedavia signed an agreement to sell the company that owns the property at Göteborg Landvetter Airport where a hotel is under construction. Under the agreement, the transfer will take place on June 14, 2021.

On the balance sheet day March 31, assets classified as assets held for sale consisted of tangible fixed assets with a book value of SEK 414 M and current assets with a book value of SEK 7 M. Assets held for sale are not depreciated from the time they are reclassified. The assets are funded through intra-Group loans. Liabilities related to assets held for sale totalled SEK 34 M and consist primarily of operating liabilities.

**NOTE 8. 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, SEK 914 M (888), and pension obligations in endowment insurance owned by the company, SEK 11 M (11).

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 pertain to events after the company was formed.

**NOTE 9. SUPPLEMENTARY INFORMATION FOR KEY FINANCIAL DATA****DEBT/EQUITY RATIO (LEVERAGE)**

Swedavia's debt/equity ratio is affected by the pension liability trend. The pension liability and pension provision less payroll tax receivable was SEK 872 M as of March 31, 2021, and SEK 903 M as of December 31, 2020.

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

In calculating the key metric as of March 31, 2021, operating profit for a rolling 12 months was adjusted for restructuring costs of SEK 21 M, impairment losses and disposals of SEK 195 M and capital gains of SEK 5 M. Operating profit as of March 31, 2020, for a rolling 12 months was adjusted for restructuring costs of 83 M, impairment losses and disposals of SEK 82 M and capital gains of SEK 552 M.

**NOTE 10. EVENTS AFTER THE END OF THE PERIOD****GOVERNMENT ANNOUNCES INTENTION TO CLOSE BROMMA STOCKHOLM AIRPORT**

The Swedish government announced on April 21 that work will be carried out for the early closure of Bromma Stockholm Airport and to ensure the necessary capacity at Stockholm Arlanda Airport. A commission has been appointed to investigate the conditions for the closure. The commission will have until August to submit a report.

---

# Definitions

## **AIRPORT OPERATIONS**

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

## **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 twelve-month basis.

## **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.

## **CAPITAL TIE-UP PERIOD**

Volume-weighted average remaining maturity for interest-bearing liabilities with respect to interest rate derivatives 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.

## **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 the leasing of advertising space.

## **DEBT-TO-EQUITY RATIO\***

Net liabilities divided by equity. This leverage or gearing 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 profit after tax. Annual dividend decisions shall take into account 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 profit for the period less costs related to the hybrid bond divided by the total number of shares.

## **EBITDA**

Earnings before interest, tax, depreciation and amortisation – in other words, operating profit excluding depreciation, amortisation and impairment losses.

## **INTEREST-BEARING LIABILITIES**

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

## **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.

## **NET LIABILITIES**

Interest-bearing liabilities plus pension liability minus liquid assets.

## **NET REVENUE**

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

---

# Definitions (cont.)

## **OPERATING CAPITAL**

Equity plus net liabilities.

## **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. A metric that Swedavia considers crucial for monitoring improvements in cost-effectiveness.

## **OPERATING MARGIN\***

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

## **OPERATING PROFIT\***

The difference between operating revenue and operating costs. A metric that is used to measure operating profitability.

## **OPERATING PROFIT EXCLUDING CAPITAL GAINS\***

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

## **OPERATING PROFIT EXCLUDING RESTRUCTURING COSTS, CAPITAL GAINS, IMPAIRMENT LOSSES AND DISPOSALS\***

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

## **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.

## **REAL ESTATE**

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

## **RETURN ON OPERATING CAPITAL\***

Operating profit plus profit from holdings in associated companies for a rolling twelve-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 sustainability targets. This metric reflects the Group's cost of capital.

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

Operating profit excluding restructuring costs (mainly due to staff changes), capital gains, impairment losses and disposals plus profit from holdings in associated 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 profit from operations.

## **SUSTAINABILITY TARGETS**

Swedavia's sustainability targets are monitored continuously based on the latest verified data for each target and in accordance with the same accounting principles described in the Annual and Sustainability Report 2020.

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

---

## Calendar

Interim Report Jan-Jun 2021	July 16, 2021
Interim Report Jan-Sep 2021	October 29, 2021
Year-End Report Jan-Dec 2021	February 14, 2022

Swedavia's financial reports are published on Swedavia's website [www.swedavia.se](http://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 below for publication on April 28, 2021, at 1:00 p.m. CET.

This Interim Report has not been subject to a review by Swedavia's auditors.

## Contact people

### **JONAS ABRAHAMSSON**

President and CEO  
Telephone +46 10 109 01 00

### **MATS PÅHLSON**

CFO  
Telephone +46 10 109 01 00

On behalf of the Board of Directors, the President and CEO hereby submits the  
Interim Report for the period January-March 2021

Stockholm-Arlanda April 28, 2021

Jonas Abrahamsson  
President and CEO

Swedavia AB (publ)  
190 45 Stockholm-Arlanda Sweden  
Visiting address: Flygvägen 1  
Corporate identity no. 556797-0818

Tel: +46 10 109 00 00  
Fax: +46 10 109 05 00  
E-mail: [info@swedavia.se](mailto:info@swedavia.se)  
Coordinates: 59°39'14.06"N 17°56'21.51"O