



# ENVIRONMENTAL PERFORMANCE REPORT 2021

## MESSAGE FROM CHIEF EXECUTIVE OFFICE

At ANA Aeroportos de Portugal, S.A | VINCI Airports, Environment is a priority and plays a central role in the company's strategy. VINCI, as an important economic actor, has a duty to act, developing solutions that help to improve the environment, the living conditions of the surrounding communities, but also to reduce the impact of its activities, to address climate and environmental emergency.

This environmental ambition is achieved through all environmental management measures implemented on a daily basis at our Airports, focusing on innovation, responsibility, and proactivity. With everyone's help, we've built a common path and language as we strive to achieve global and specific environmental goals at each of our airports.

This determined approach is critical for achieving our ambitious environmental goals.

We are committed to the environment and the surrounding community, being aware of the key role that each of the airport infrastructures plays for the development of the communities and regions where they are located, effectively contributing to a more sustainable world, and investing in Positive Mobility.

**Thierry Ligonnière**  
Chief Executive Office



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## CHAPTER 01

# INTRODUCTION

Guaranteeing business growth with environmental preservation is a central goal for ANA – Aeroportos de Portugal, SA (ANA). For that, the company has adopted an extended set of measures aiming continuous improvement in its environmental performance. It has also an Integrated Management System that takes the environmental component into account and had made it possible for the company to be certified according to ISO 14001:2015 since 2018.

In 2021 ANA had approved new strategic environmental goals, in line with the Environmental Strategy defined for VINCI Airports, which focus on three main areas:

- Energy and climate change;
- Circular economy and waste management;
- Water and natural environment.

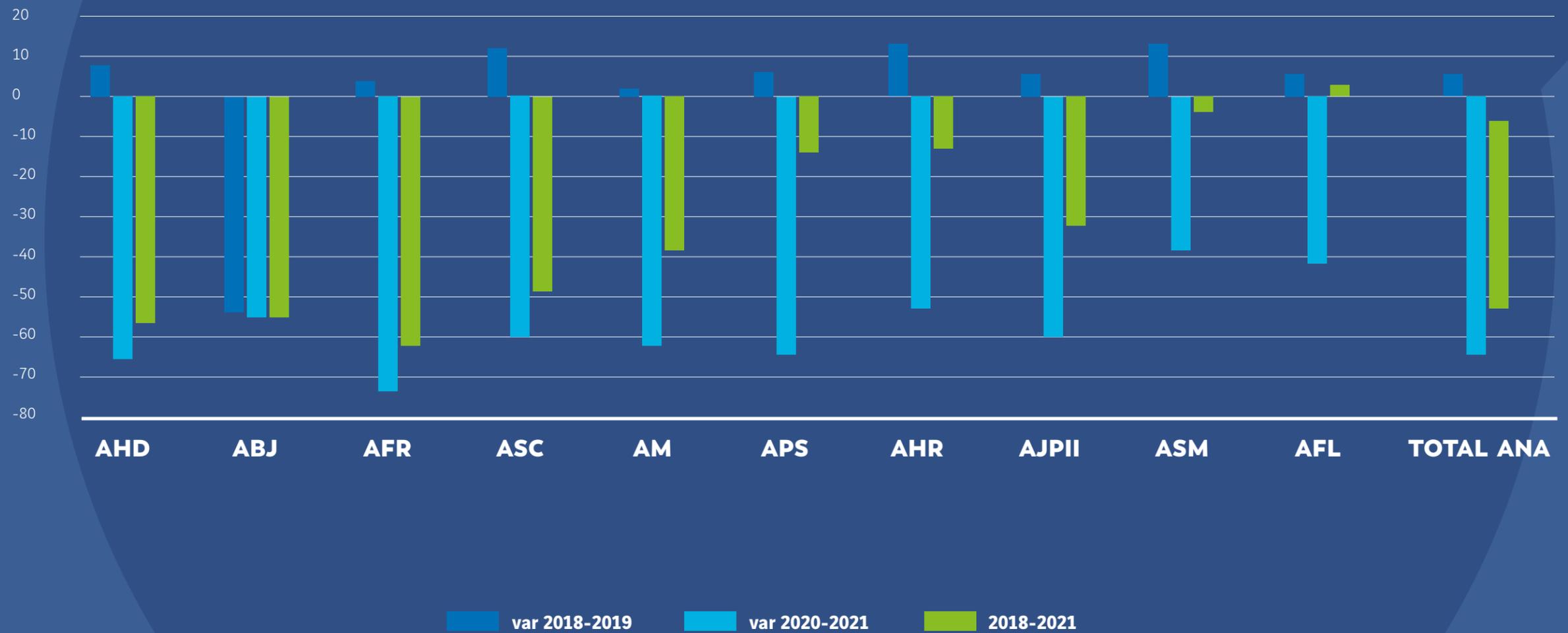
The goals and targets associated with each one of these areas are defined for 2030, in particular:

- Reduce the carbon footprint by 50% (Scopes 1 and 2) compared to 2018 values (absolute values);
  - Improve Airport Carbon Accreditation levels: Level 4/4+;
  - Increase the overall waste recovery rate
    - Zero direct waste sent to landfills;
- Reduce water consumption by half, reaching a global average of 10.7 L/person;
  - Use of zero plant protection products in all green spaces;
  - Maintain ISO 14001 certification in all the airports;
- Promote biodiversity while controlling the risk of accidents with aircraft.

Action plans are being developed for each one of these areas so that each one of ANA's airports can contribute to the targets and goals set.

In fact, if 2019 showed an increase in traffic compared to 2018 values, 2020 and 2021 were marked mainly by the significant fall in traffic due to the Covid-19 pandemic, with reductions of 70% and 56%, respectively, compared to 2019.

**CHART 1**  
**CHANGES IN TRAFFIC UNITS AT ANA AIRPORTS COMPARED TO 2018**



AHD - Humberto Delgado Airport, in Lisbon; ASC - Francisco Sá Carneiro Airport, in Porto; AFR - Faro Airport; ABJ - Beja Airport; AJP II - João Paulo II Airport, in Ponta Delgada; ASM - Santa Maria Airport; AHR Horta Airport; AFL - Flores Airport; AM - Madeira Airport; APS - Porto Santo Airport.  
 TU - Traffic Unit (1 TU is equivalent to 1 passenger or 100 kg of cargo).

CHAPTER 02

# ENERGY



"In 2021, there was a slight increase in absolute energy consumption values compared to 2020, around 0.4%, which was mainly due to the resumption of activity."

At ANA, both direct energy (gasoline, diesel, natural gas, propane gas and butane gas) and indirect energy (electricity) are consumed. An analysis of absolute energy consumption values shows that in 2019, even with the significant increase in activity at ANA airports, there was a general reduction in energy consumption at ANA, arising from the implementation of some energy efficiency measures.

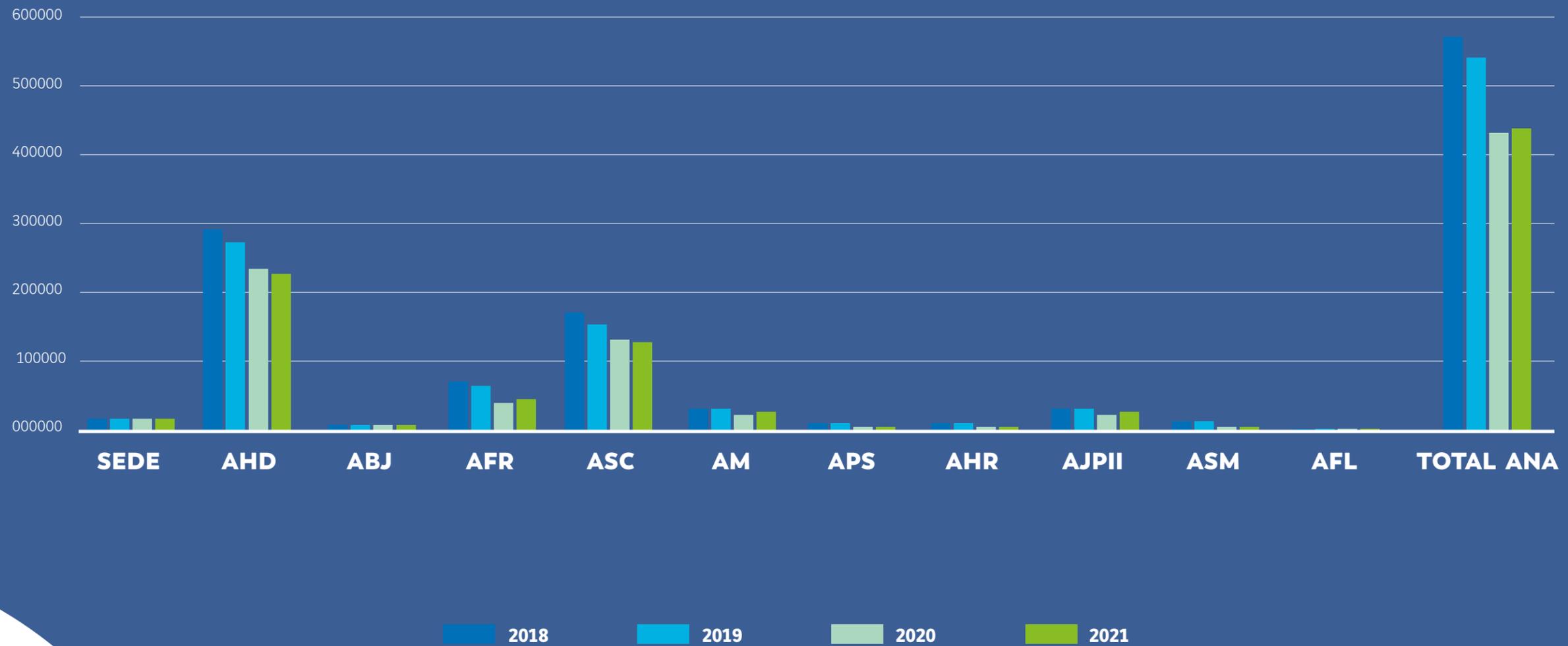
In 2020, consumption fell again, but very steeply due to the impact of the pandemic.

In 2021, there was a slight increase in absolute energy consumption values compared to 2020, around 0.4%, which was mainly due to the resumption of activity.

However, some airports recorded reductions: Beja airport (-22.1%), Porto Airport (-2.9%), Flores Airport (-2.2%) and Lisbon Airport (-0.9%).

Here, the reductions were due to the implementation of measures for reducing consumption / increasing energy efficiency with greater success.

**CHART 2**  
**CONSUMPTION OF ENERGY IN ANA AIRPORTS, 2018 - 2021 (GJ)**



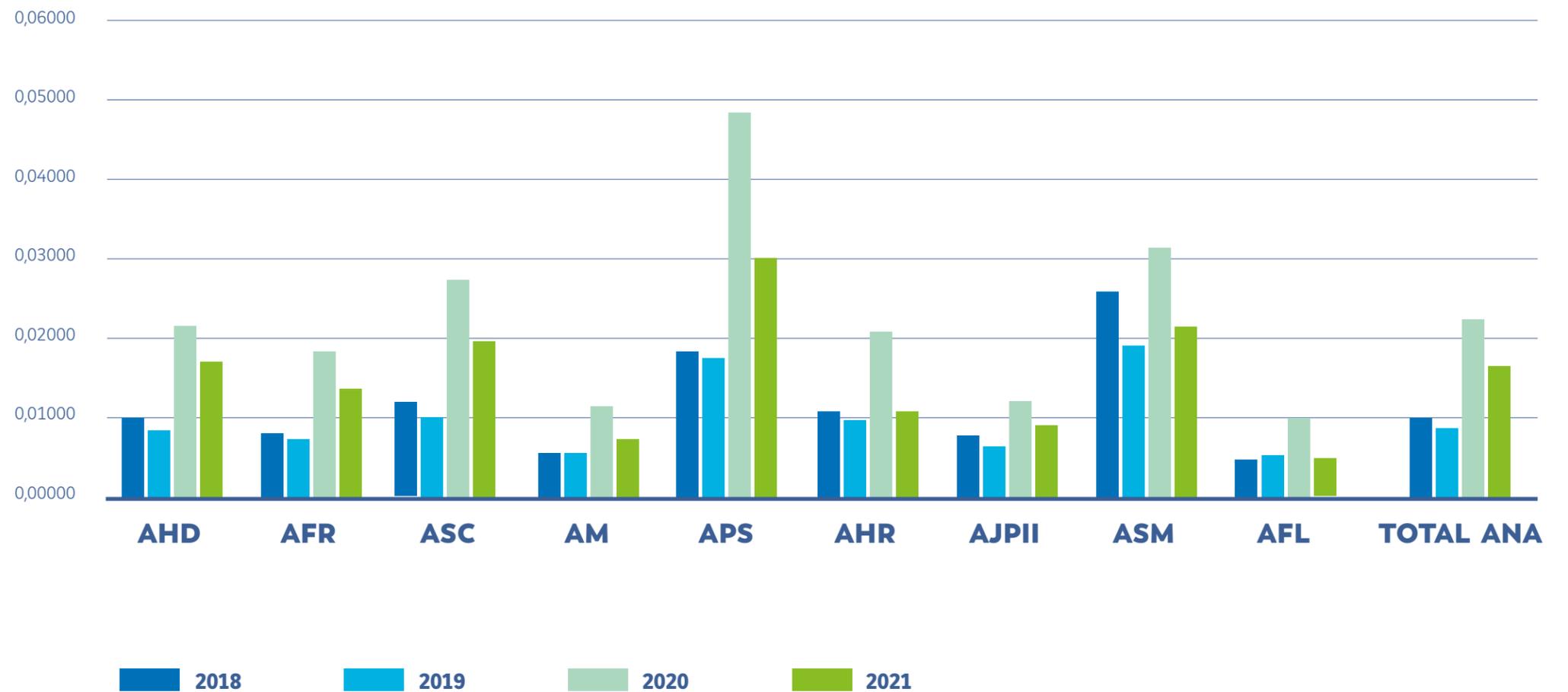
Changes were also recorded in energy consumption per TU.

This arose from the traffic fluctuations seen, given that the activity did not recover at the expected pace and the indicator, which is based on specific GJ/TU energy consumption was impacted.

Even so, between 2020 and 2021, there was a general decrease in energy consumption per Traffic Unit (around 27.1% for all of ANA).

**CHART 3**

**CONSUMPTION OF ENERGY IN ANA AIRPORTS, 2018 - 2021 (GJ/TU)**



During 2021, a set of energy efficiency measures were implemented in the airports, namely:

#### HEAD OFFICE AND HUMBERTO DELGADO AIRPORT

In 2021, a total of 97 charging stations for electric vehicles in Lisbon were installed, divided up into public stations (at the terminal car parks), and private stations (for the use of company vehicles as well as the private vehicles of staff members). Ultra-Fast (150 kW), Fast (50 kW), normal (22 kVA) and slow (3.7 kVA) charging points were provided.

#### HUMBERTO DELGADO AIRPORT (AHD)

- Public and outdoor buildings lighting in the cargo complex (LED technology);
- Lights replacement at Lisbon Metro station entrance (LED technology);
- New electricity meters installation;
- Optimisation of ambient temperature regulation windows in the public areas, thus reducing energy consumption both in summer and in winter; remote regulation through the centralised technical management system (GTC);
- Defining procedure to turn off 50% of the lighting in the aircraft parking positions at night-time, between 10 pm and 5 am;
- Load shedding in lighting circuits, air conditioning equipment and air handling units (AHU);

#### FRANCISCO SÁ CARNEIRO AIRPORT (ASC)

- Batteries replacement in chillers at the heating plants with risk of fluorinated greenhouse gas leaks (Replacement of CH 100.2 and CH 100.3);
- Actions to improve the HVAC Centralised Technical Management System (SGTC)
  - Making SGTC control and operation more flexible (Creating functions to provide temperature sensors per unit - Fine-tuning of temperature distribution in the spaces);
- Replacement of conventional bulbs with LED technology;
- Improvements to the photovoltaic plant for self-consumption operation.



**FARO AIRPORT (AFR)**

- Replacement of 60% of the less efficient lighting in Buildings 3 and 4 with LED technology;
- Construction of the solar power plant (estimated supply of 30% of the energy consumed at Faro Airport in 2019);
- Study for the replacement of outdoor lighting on Building 6 and Building 51, with LED lighting;
- Study for the replacement of lighting at the PA Car Park, with LED lighting;
- Study for the replacement of lighting on the aircraft parking apron, with LED lighting;
- Managing the Airport Technical Management System to automate the cooling power available according to cooling needs - changes in the programming of the operational algorithms for the Airport Technical Management System for the HVAC component in order to automate the cooling power available in the production of cooling needs in the airport throughout the year;

- Technical management of the airport adapted to the pandemic - adjustments and changes in the parameters required for suiting HVAC and lighting in the terminal to the atypical use caused by the pandemic;
- Activation of the winter passenger flow mode, where passenger processing are concentrated in one part of the available area.

**AZORES AIRPORTS (DAA)**

- Inspections of fuel deposits - Deposit B2 at ASM (training field) - reinspection after making the corrections indicated in the report on the inspection carried out in 2020, AJPII - April 2021, AFL - July 2021;
- Replacement of conventional fittings with LED - defined in the consumption rationalisation plan for AJP+ASM+AHR.

**MADEIRA AIRPORTS (DAM)**

- Replacement of people movers, for Madeira Airport only;
- Development projects for photovoltaic panels installation, for Madeira Airport only.

**BEJA AIRPORT (ABJ)**

At this airport, switches were installed in the lighting towers, making it possible to suit their uses to real needs, with the towers being responsible for almost 60% of airport consumption at the moment.

Energy Efficiency and Carbon Management are now considered priority areas under the scope of the environmental strategy at VINCI, and therefore at ANA, with decarbonisation of the sector being key to day-to-day environmental management. The reduction of the group's carbon emissions (compared to 2018) by 50% in 2030 and the accreditation of ANA airports at one of the maximum levels (new Level 4 - transformation) on the Airport Carbon Accreditation (ACA) programme of ACI (Airport Council International) were accepted as key initiatives for 2021.



CHAPTER 03

# VOLUNTARY CARBON MANAGEMENT



The ACA Level 4 accreditation requirements are significantly higher than those of Level 2 (reduction), which all the company airports had in 2021. This is reflected, for example, in the goals for emissions reduction and how indirect emissions are measured.

Thus, in 2021, it was necessary to revise the Scope 3 carbon footprint for 2019. At the same time, the carbon footprint for 2020 was calculated (Table 1) using the same methodology as adopted for 2019. The 2021 footprint is now being verified by an independent body.

It should also be noted that ANA's application for ACA Level 4 in 2021 was made based on the footprint of 2019. ACA requires the calculation of electricity emissions to be carried out using two methodologies: one method based on location and, the other, based on the market.

The first reflects the electricity emissions from the national energy grid (therefore, the same emission factor is applied to all ANA airports). The second reflects the electricity emissions according to the emission factors associated with the specifically selected suppliers or products (such as guarantees of origin).

In addition, even if guarantees of origin are acquired, it will always be necessary to reduce absolute emissions (calculated using the market-based method).

An analysis of this table shows that carbon emissions in 2020 fell in all scopes. The situation is associated with Covid-19, with a significant reduction in activity in airports all over the world, including ANA airports. The substantial reduction in Scope 3 emissions is due not only to the reduction in the number of flights, but also as a result of a significant decrease in the distance travelled by aircraft (aircraft emissions are the main contributor to ANA's total emissions and Scope 3 emissions (around 99%).

**TABLE 1****CHANGES IN ANA'S CARBON FOOTPRINT BY SCOPE (T CO<sub>2</sub> EQ) (ACA)**

	2014	2017	2018	2019	2020
<b>Scope 1 (t CO<sub>2</sub>e)</b>	8 560	9 068	9 533	9 793	8 043
<b>Scope 2 (t CO<sub>2</sub>e)</b> <sup>(1)</sup> Location method	27 807	49 536	41 984	37 811	16 405
<b>Scope 2 (t CO<sub>2</sub>e)</b> Market method	39 198	48 053	39 612	30 935	25 677
<b>Scope 3 (t CO<sub>2</sub>e)</b>	616 786	821 336 <sup>(2)</sup>	896 096 <sup>(2)</sup>	44 583 203	2 418 042
<b>Scope 1 + 2 + 3 (t CO<sub>2</sub>e)</b>	<b>617 200</b>	<b>878 457</b>	<b>945 241</b>	<b>44 623 931</b>	<b>2 451 762</b>

(1) 2017 and 2018 do not include the head office footprint.

(2) The Scope 3 calculated in 2019 and 2020 considers more activities than those calculated for 2017 and 2018, which means the values cannot be compared, particularly the consideration of the emissions for the complete cycle of the aircraft.

Table 2 allows the changes in the emissions in Scopes 1 and 2 between 2014 and 2020 to be compared, thus reflecting the changing trend compared to the goals defined for the ACA application for 2030. However, it should be noted that despite all the efforts of the company to reduce energy consumption and thus reduce its carbon footprint, 2021 saw a recovery in traffic and it is therefore natural that emissions increased that year, compared to 2020.

**TABLE 2**  
**CHANGES IN ABSOLUTE EMISSIONS BY ANA (SCOPE 1 AND 2), 2018 - 2020**  
**(%) (ACA)**

	<b>2014 - 2020</b>
<b>Scope 1</b>	- 6,43%
<b>Scope 2 (t CO<sub>2</sub>e)</b> Location method	- 41,0% <sup>(3)</sup>
<b>Total Scope 1 + Scope 2</b>	<b>- 32%</b>

<sup>(3)</sup> Reduction particularly associated with the reduction in Emission Factors since 2014.

"In May 2022, all of ANA's Level 4 applications were approved, which was only possible with the involvement of the stakeholders (aviation, handlers, etc.).

At the end of 2021, the company submitted the application of nine airports for Level 4 (transformation) and a long-term carbon management strategy was defined, aimed at an absolute reduction in emissions, in line with the goals of the Paris Agreement and highlighting its active encouragement of third parties emissions reductions.

In May 2022, all of ANA's Level 4 applications were approved. Beja maintained Level 2 accreditation and its recovery is already

planned for 2022, where the aim is for all the airports in the ANA group to apply for the maximum Level 4+ (transition).

In 2021, significant work was done on the development of Carbon and Energy Action Plans, aimed not only at complying with the carbon goals in the ANA/ VINCI strategy, but also with the goals set for approval of its application to ACA, which, in many cases, represent more ambition in reducing greenhouse gas emissions.



These energy and carbon plans cover, as far as possible and applicable to each airport, ten groups of initiatives:

<b>Scope 1</b>	Replacement/installation of LED lighting systems (terminals, aircraft parking apron, car parks, circulation routes)
<b>Scope 1</b>	Replacement of existing HVAC systems with more efficient systems
<b>Scopes 1 e 2</b>	Installation of monitoring systems and building management systems to optimise infrastructure use
<b>Scope 2</b>	Optimisation of heating and cooling temperatures
<b>Scope 1</b>	Vehicle fleet renewal with lower emission technologies (passenger vehicles, commercial vehicles, equipment and buses); Fleet optimisation
<b>Scope 2</b>	Installation of solar photovoltaic systems
<b>Scope 2</b>	Guarantees of Origin
<b>Scope 2</b>	Building envelope and building solutions
<b>Scopes 1 e 2</b>	Thermal solar systems for hot water
<b>Scope 2</b>	Moving people equipment replacement (lifts, escalators and travellers)



In these plans, which are quite ambitious, measures to be implemented by 2030 were established. However, it is important to point out that some of the above measures are already broadly implemented / being implemented in ANA airports, such as LED lighting, smart consumption monitoring system (electricity and water), heating and cooling temperatures optimisation, electric vehicles acquisition and vehicle fleet replacement with only electric or hybrid vehicles.

Also of note is the solar photovoltaic project at Faro Airport (which will come into operation in the second half of 2022).

In addition, and to comply with ACA's requirements, it is necessary to involve the main stakeholders towards carbon emissions reduction, through the establishment of Stakeholders Partnership Plans. These define actions to the airport and actively encourage third parties operating in this infrastructure to succeed in reducing their emissions individually or in cooperation with ANA.

For the development of Stakeholders Partnership Plans in ANA airports, the company has developed several activities in 2021, such as:

- Identification of the most relevant stakeholders;
- Workshop presenting ANA's energy and carbon goals and the importance of third parties involvement;
- Creation of integrated working groups (aviation, handling and energy) and local working groups (mobility);

- Holding meetings in each working group (two meetings per group) to discuss each participating entity strategies and alignment of common strategies and measures;
- Development of one Partnership Plan per airport and Letters of Commitment for each entity, to be signed by both parties (ANA and third parties).

A large number of companies, municipalities and regional authorities were involved in this process, which culminated in the signing of around 30 protocols. ANA's goal is to continue the work begun in 2021, maintaining the two annual meetings for each working group and kicking off the initiatives agreed on in the aforementioned protocols.

Specifically in terms of compliance with VINCI's goals up to 2030, the values reported on the DEMETER platform, using the methodology and emission factors defined globally for VINCI Airports according to the market method, should be considered.

An analysis of the following table shows that between 2020 and 2021, and in absolute terms, there was an overall decrease in emissions in all the airports and at the head office, which was due to the changes in emissions per Traffic Unit.

An analysis of the table also shows that the reduction efforts made to achieve the goal of a 50% reduction in Scope 1 and 2 emissions at ANA airports is still significant and should move on as quickly as possible with the implementation of measures of the Energy and Carbon Actions Plans.

A new NetZero commitment by 2030 was also undertaken.

**TABLE 3**  
**CHANGES IN ABSOLUTE EMISSIONS BY ANA (SCOPE 1 AND 2), 2018 - 2021 (%)**  
**(DEMETER/VINCI)**

	CARBON FOOTPRINT (SCOPE 1 + SCOPE 2, MARKET METHOD) [TCO <sub>2</sub> ]/2018					CARBON FOOTPRINT (SCOPE 1 + SCOPE 2, MARKET METHOD) [TCO <sub>2</sub> ] [TCO <sub>2</sub> ]/TU		
	2018	2019	2020	2021	VAR. 2021/2018	2019	2020	2021
<b>HEAD OFFICE</b>	707,78	698,05	669,39	697,43	-1,46	-	-	-
<b>AHD</b>	23767,19	23126,04	18078,41	17967,48	-24,40	0,000707	0,001767	0,001331
<b>ABJ</b>	185,25	194,98	198,40	154,49	-16,60	0,073522	0,077019	0,060019
<b>AFR</b>	5116,43	4848,09	3283,94	3649,56	-28,67	0,000538	0,001487	0,001117
<b>ASC</b>	11238,17	10473,46	9584,74	9531,61	-15,90	0,000774	0,001982	0,001520
<b>AM</b>	1697,67	1701,44	1144,76	1276,06	-24,83	0,000521	0,000982	0,000654
<b>APS</b>	247,2	247,9	226,26	228,4	-7,61	0,001484	0,004191	0,001720
<b>AHR</b>	229,36	223,12	197,51	207,43	-9,56	0,000820	0,001775	0,001010
<b>AJP II</b>	1261,72	1214,05	868,85	981,08	-22,24	0,000579	0,001124	0,000731
<b>ASM</b>	193,8	175,91	155,63	165,67	-14,51	0,001619	0,002639	0,001805
<b>AFL</b>	33,09	37,13	34,71	33,86	2,33	0,000476	0,000831	0,000452
<b>Total ANA</b>	<b>44677,66</b>	<b>42940,17</b>	<b>34442,6</b>	<b>35161,29</b>	<b>-21,30</b>	<b>0,000701</b>	<b>0,001768</b>	<b>0,001300</b>

CHAPTER 04

# **WATER AND NATURAL RESOURCES**

"During 2021, ANA was responsible for total consumption of 462,914 m<sup>3</sup> of water, which represented a decrease of 19.2% compared to 2020."

ANA manages and controls water consumption in the airport facilities. This includes restaurants, sanitary facilities, green spaces irrigation, washing vehicles, pavements and buildings, as well as consumption associated with firefighting drills. Of note is the the monitoring practices in water quality and quantity for human consumption, to ensuring the health of users of all airports and improving consumption efficiency.

During 2021, ANA was responsible for total consumption of 462,914 m<sup>3</sup> of water, which represented a decrease of 19.2% compared to 2020, reflecting a general reduction in absolute water consumption especially at the Lisbon, Faro, Madeira, Porto Santo and Flores airports. In the opposite direction, the following airports in particular must be mentioned:

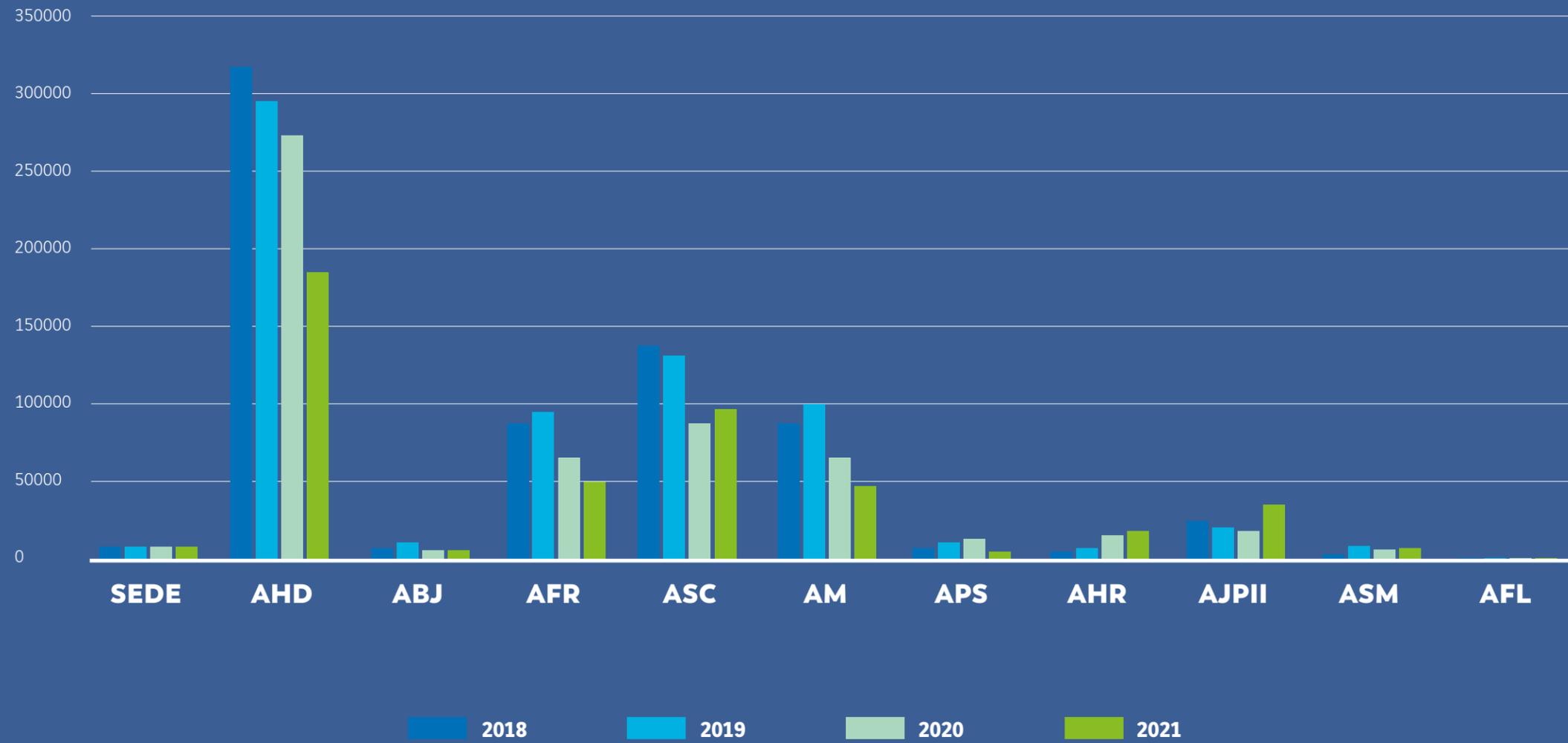
- Ponta Delgada: due to a leak from a water hydrant in the summer of 2021, which was only detected after some time;
- Horta: due to a leak in a supply tank that was only detected on invoice receipt – having

lasted two to three weeks, as well as work done on the supply network;

- Santa Maria: due to the occurrence of thermal shocks for legionella control and emergency training exercises;
- Head office: due to irrigation increase consumption.
- Porto: due to the increase in traffic compared to 2020 and the resumption of washing/cleaning operations, as well as irrigation needs (year with many dry periods in relation to precipitation, as can be seen in the weather bulletins from IPMA).



**CHART 4**  
**WATER CONSUMPTION IN M3 AT ANA AIRPORTS, 2018 - 2021 (M<sup>3</sup>)**





This natural resource was and is particularly impacted by COVID-19 protective measures, given that airports have fixed consumption (associated with washing, irrigation, maintaining minimum activity, etc.), which are independent of the variation in the number of passengers and that the pandemic also resulted in an increase in water consumption as a result of:

- Increased frequency of handwashing and sanitisation/cleaning of spaces and floors by airport users (staff, passengers, concessionaires, handlers, airlines, etc.);
- Extra maintenance on supply/reservoir networks, also in accordance with indications from the national authorities to assure water quality;

- Airport activity maintenance, such as watering, and more frequent washing of airport spaces or irrigation maintenance in green spaces, for example.

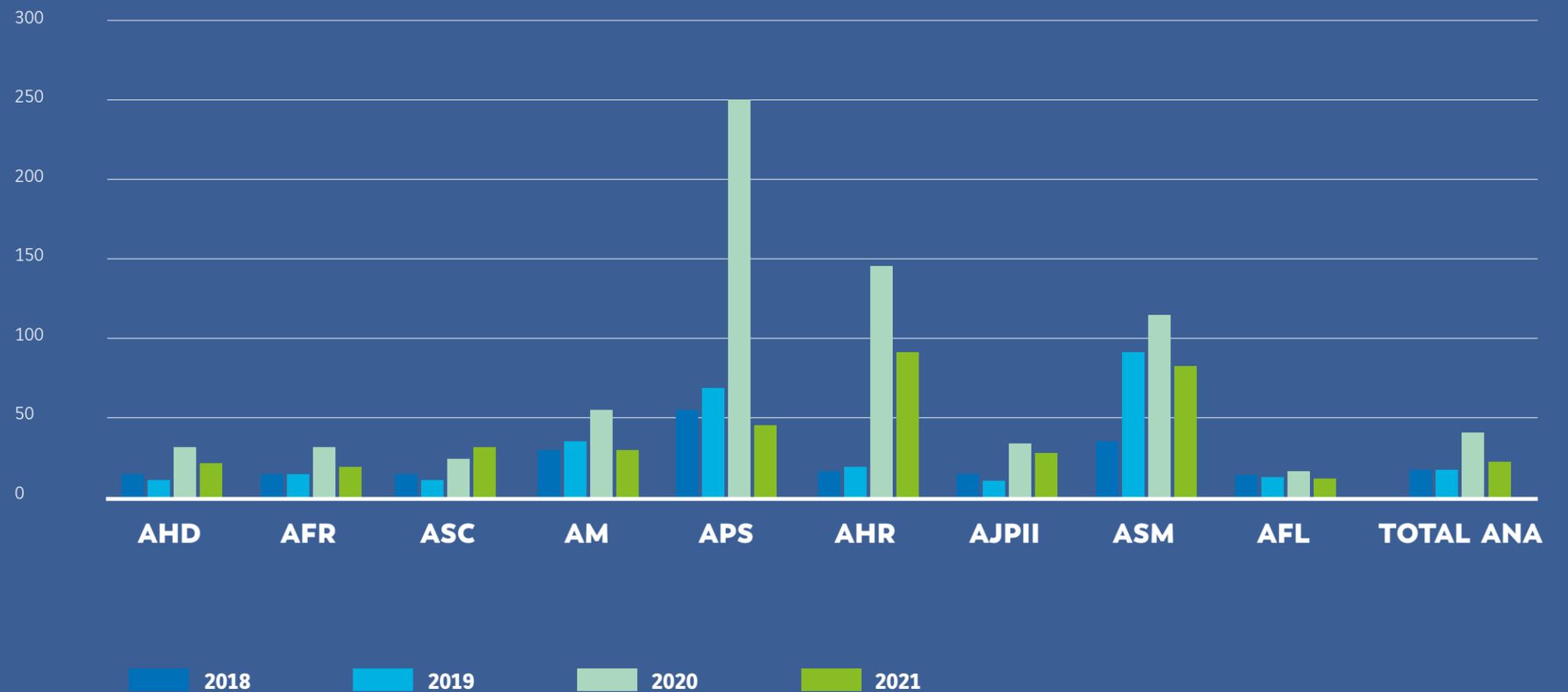
With regard to specific consumption (L/person), 2021 saw a global value of 18.6 L/person for ANA, which was an overall decrease of -41.7% compared to the values for 2020, a trend that was common across most of the airports.

At Beja Airport, the trend was different, with an increase in the consumption of water for irrigation due to the specific characteristics of this airport in terms of traffic.

Water audits also continued at ANA airports and these were all concluded in 2021. This resulted in the definition of specific measures per airport, for short- and long-term goals on reducing water consumption and increasing water efficiency at ANA airports.

These audits will also result in the preparation of an Action Plan for Rational Water Consumption, to be developed in 2022.

**CHART 5**  
**AVERAGE WATER CONSUMPTION PER PERSON, 2018 - 2021 (L/PAX)**



ABJ with 3986 L/PAX in 2021.

With regard to the systems installed in the airports, it should be noted that at Lisbon Airport, in 2021, there was the extension of the predictive watering project on the landscaped landside, and a similar project was started at Faro Airport.

At Lisbon Airport, a valve was installed in the water supply network of Building 124 and the first phase of implementation of the EPAL WONE system was concluded. With regard to effluents, the airport participated in the Pan-European Assessment aiming at SARS-CoV-2 variant detection in strategic transportation hubs using the EU-Sewage Sentinel System for SARS-CoV-2 (EUS4). That year, the CML discharge points were also redefined (PD7 to PD16).

At Porto Airport, water bottle collection points were installed in the security control area, to be reused in the washing and watering network.

Collection points were installed for the water from bottles left at the security area at Lisbon, Faro and Ponta Delgada airports.

At Ponta Delgada Airport, the process for the construction of a compact WWTP is underway. At Faro Airport, the quality of the wastewater treated at the Faro NW WWTP was analysed and the report on the "Reuse of water from the Faro NW WWTP - Identification of potential uses" for this airport was issued.

Regarding the production of effluent and contaminated rainwater or run-off, ANA has been investing in the improvement of drainage systems at its airports, with the reformulation of existing networks in some cases and with the introduction of programmes to monitor the quality of the wastewater, rainwater and run-off produced.

The results obtained from the monitoring programmes underway have made it possible to state that the parameters defined by law were generally complied with in full in 2021.

Also regarding natural resources, it was possible to verify that only the airports in Lisbon (at 26.67 L, above the defined goal of 15 L), Madeira (60 L, above the goal of 55 L), and Santa Maria (209 L, above the goal of 40 L) have not yet met the zero phytosanitary goal. Porto Santo, at 0.6 L, met the goal of less than 3 L last year, as did Horta, at 4.2 L, lower than the goal of 12 L defined for that year.

The airports are already developing alternatives to the use of phytosanitary products and the use of zero phyto has been achieved at Faro, Porto, João Paulo II, Beja and Flores airports.

CHAPTER 05

# WASTE



In terms of specific waste production by traffic unit, ANA recorded a decrease of 38% and the company's overall value in 2021 was 160.2 g/TU.

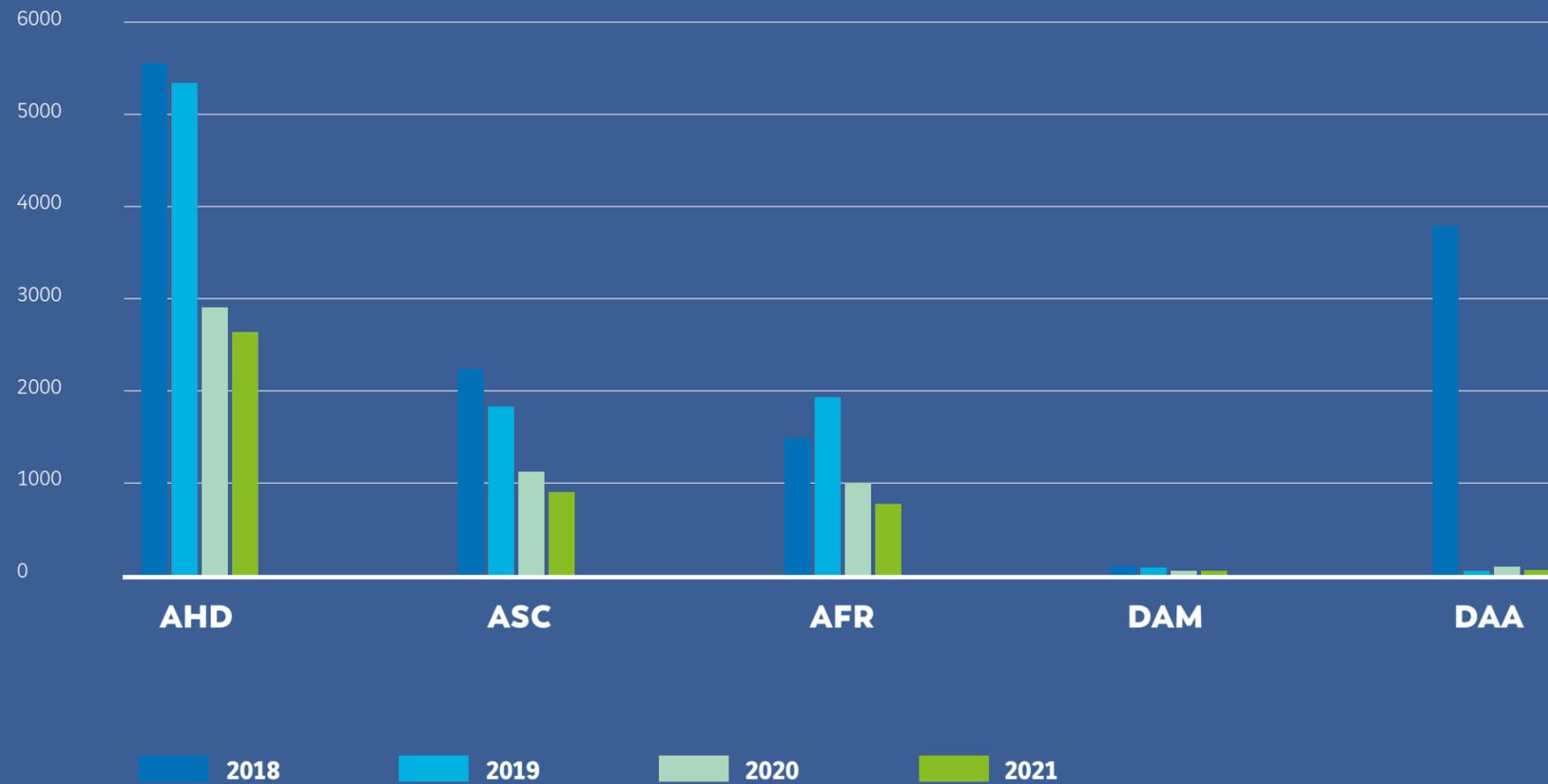
ANA was responsible for the production of approx. 4,299.44 tonnes of waste, a decrease of 14.6% compared to 2020. This decrease was seen in all the airports, with the exception of Flores Airport (where waste production is low and which is

therefore heavily impacted by any change, no matter how small). At Faro Airport, total waste production includes the waste produced on board aircraft.



Despite the increase in TU in 2021 compared to 2020, there was a reduction in total ANA waste production, as well as a reduction in waste per TU because while 2020 was marked by a steep fall in airport activities, this time was used for cleaning in some areas, which generated higher waste production.

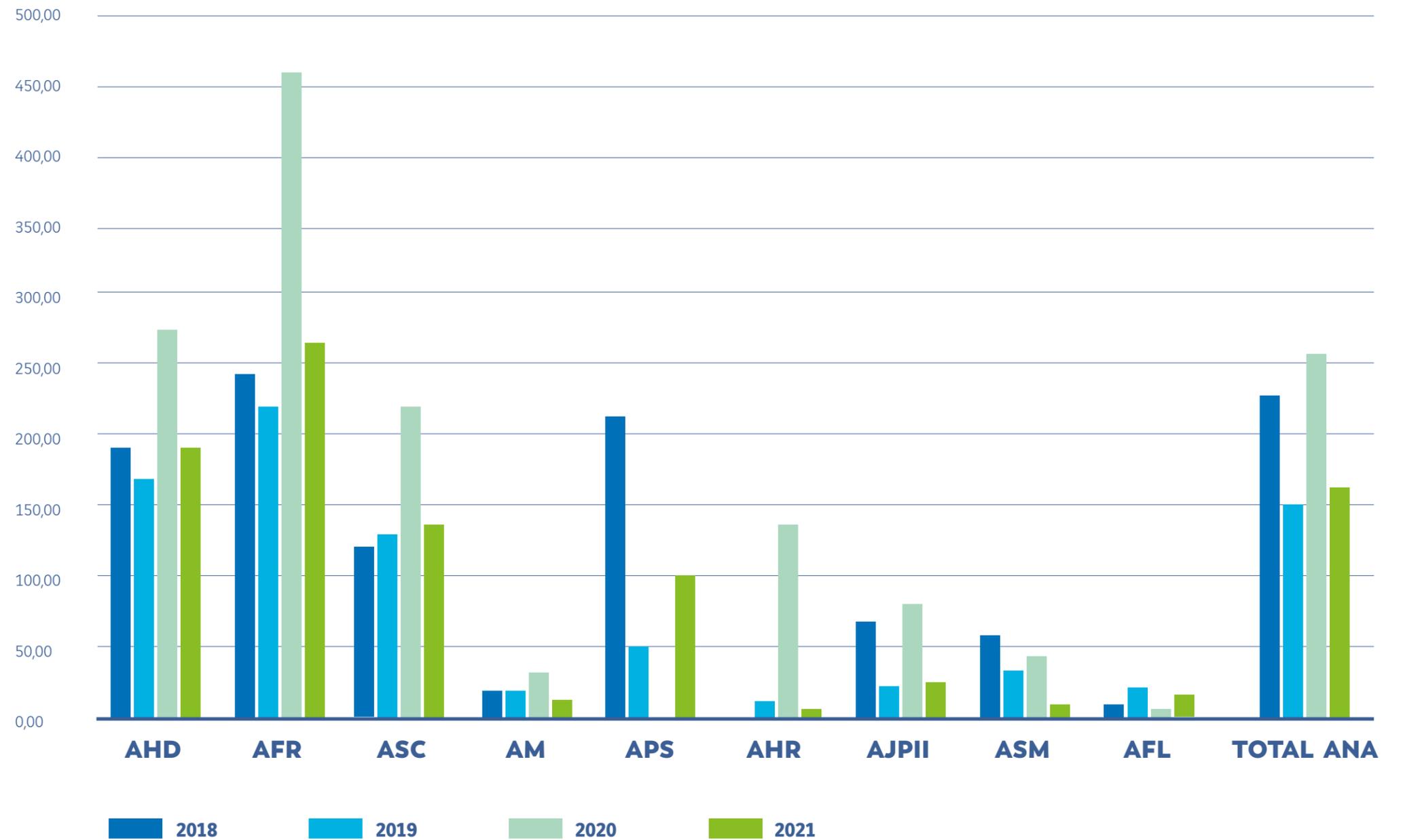
**CHART 6**  
**TOTAL AMOUNT OF WASTE PRODUCED, 2018-2021 (TON)**



**CHART 7**  
**SPECIFIC WASTE PRODUCTION, 2018 - 2021 (G/TU)**

At the Madeira and Azores airports, Urban Solid Waste are not included, given that they are collected by the municipal services (except for paper and cardboard at AJPII). At the Beja terminal, only Urban Solid Waste is produced, and this is also managed by the municipal services. Therefore this indicator is not included for this airport.

In 2020, there was no record of waste production at Porto Santo Airport, as this was kept at the airport and only sent to its final destination in 2021.



There was overall stabilisation in the waste recovery rate at ANA compared to 2020. The overall recovery rate in 2021 reported on DEMETER was 66.2%, a result of the slight decrease in the rate at Lisbon and Porto airports and a slight increase in Faro Airport.

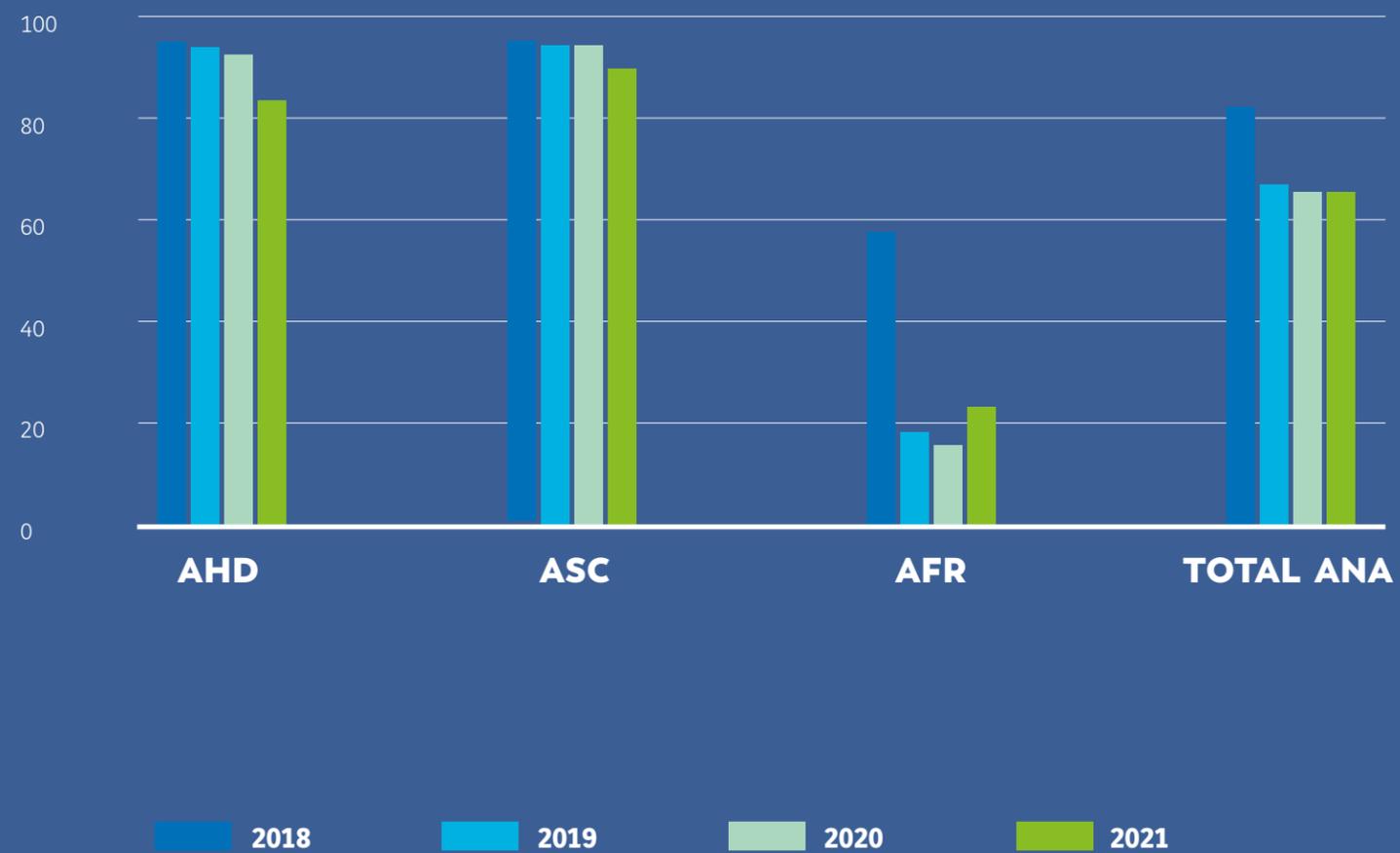
The recovery and waste rate calculated for ANA is reported based on the Waste Monitoring Guides (eGAR) on leaving the airport and includes all the R (recovery) class waste sent to an intermediate sorting centre run by the operator.

However, the Waste Identification actually showed that part of this waste (an unknown amount due to the lack of auditable data from the operator) will be sent to a landfill, especially from Lisbon Airport.



Significant efforts to improve management of this environmental descriptor specifically have been made at all the airports but at Faro Airport in particular, focusing on sorting waste at source and creating a new waste area in the terminal zone.

**CHART 8**  
**WASTE RECOVERY RATE, 2018 - 2021 (%)**





In short, in the area of waste management, additional efforts are being made in order to identify and implement measures that will make it possible to reach the goal of zero waste to landfills. These also include a focus on awareness-raising sessions, both internally and externally, and image standardisation, initiatives which began in 2021 but that will continue into 2022.

Specifically at Lisbon Airport, there was participation in the waste management component of LEED certification in the South Pier project.

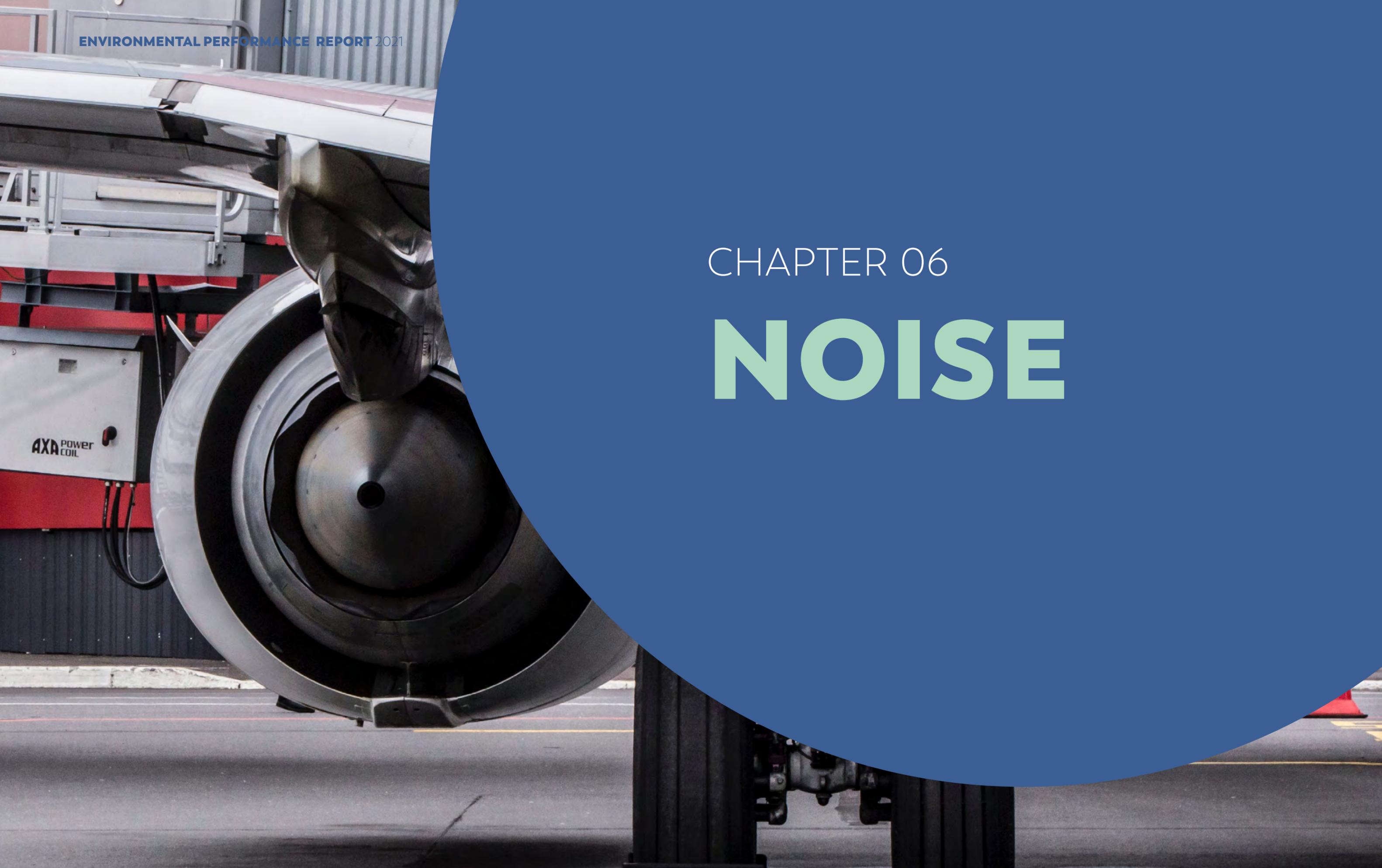
Porto Airport held awareness-raising campaigns for the entities more closely involved in waste production in order to promote continuous improvement in waste sorting at source and increasing recovery indicators.

A container was installed in the waste area for separate collection of organic waste, which was sent to the ALGAR Organic Waste Recovery Centre. Cesspool sludge from this airport was also sent for composting. A meeting with aircraft handlers and cleaning companies was held on 20 October to inform them of on board aircraft waste management procedures change procedures, which is now the producer responsibility, i.e. the airlines. This new procedure has been in force since January 2022.

There are increasing challenges ahead for the circular economy due to the reduction / unfavourable change in the offer of recovery service providers (both material and energy) in the areas around ANA airports. This issue can only be correctly managed through joint action from ANA, the service providers and the public authorities responsible for this matters.

CHAPTER 06

# NOISE



Management of noise emissions continues to be of great relevance to ANA, as reflected in the Company's Environmental Policy. The mitigation of its impact around airports remains a priority action area, although this is heavily dependent on airlines as the surrounding noise is generated by aircraft flying over the city.

In this context, in 2021 continuous noise monitoring was maintained through the Noise Monitoring System installed in the airports where this environmental descriptor is more significant (Humberto Delgado, Francisco Sá Carneiro, Faro, Madeira), as well as Porto Santo Airport, and Noise Monitoring Reports were issued.

Lisbon Airport also has 6 fixed monitoring stations and one mobile station, complemented by two stations in the airport perimeter, in order to check use of the engine braking procedure (reverse thrust).

Francisco Sá Carneiro Airport, Faro Airport and Madeira Airport are equipped with 3 fixed stations each. Monitoring is complemented by one portable station at each airport in order to enable analyses to be carried out in places not covered by the fixed stations, or in response to any complaints made.

A portable station is used for continuous monitoring at Porto Santo Airport. In the specific case of João Paulo II Airport, the Noise Monitoring Reports are prepared by an external laboratory, based on monitoring campaigns carried out per IATA period.

At Ponta Delgada Airport, two campaigns are held each year, in each IATA period.

Simulations/forecasts are also carried out through the regular preparation of Noise Maps, which characterise the acoustic environment around larger airports.

For this purpose, real data associated with aircraft movements occurred in the reference periods are used, thus ensuring higher accuracy in the results obtained. These are also validated using the results from the continuous noise monitoring stations installed in and around the airports.

The results are presented in dB(A) and the noise indicators used are those resulting from the provisions of the General Noise Regulation, namely Lden and Ln.



Having been deemed Large Air Transport Infrastructure (GIT) and in association with the Portuguese Environment Agency, implementation of the measures in the Noise Reduction Action Plan at Lisbon and Porto airports continued in 2021 according to the provision of Decree-Law No. 146/2006, of 31 July, amended by Decree-Law No. 136-A/2019, of 6 September, which transposed European Directive 2002/49/EC on environmental noise assessment and management to national law.

To this end, different types of interventions were defined, aimed at noise management, control, minimisation and reduction, from a balanced approach perspective, which is in line with current best practices and international guidelines.

However, it should be noted that the basic benchmarks and references studied under these plans did not take into account, nor indeed could they have, the effects of the COVID-19 pandemic on the air traffic sector, which have consequences that must not be neglected and with repercussions that are still hard to account for, much less predict.

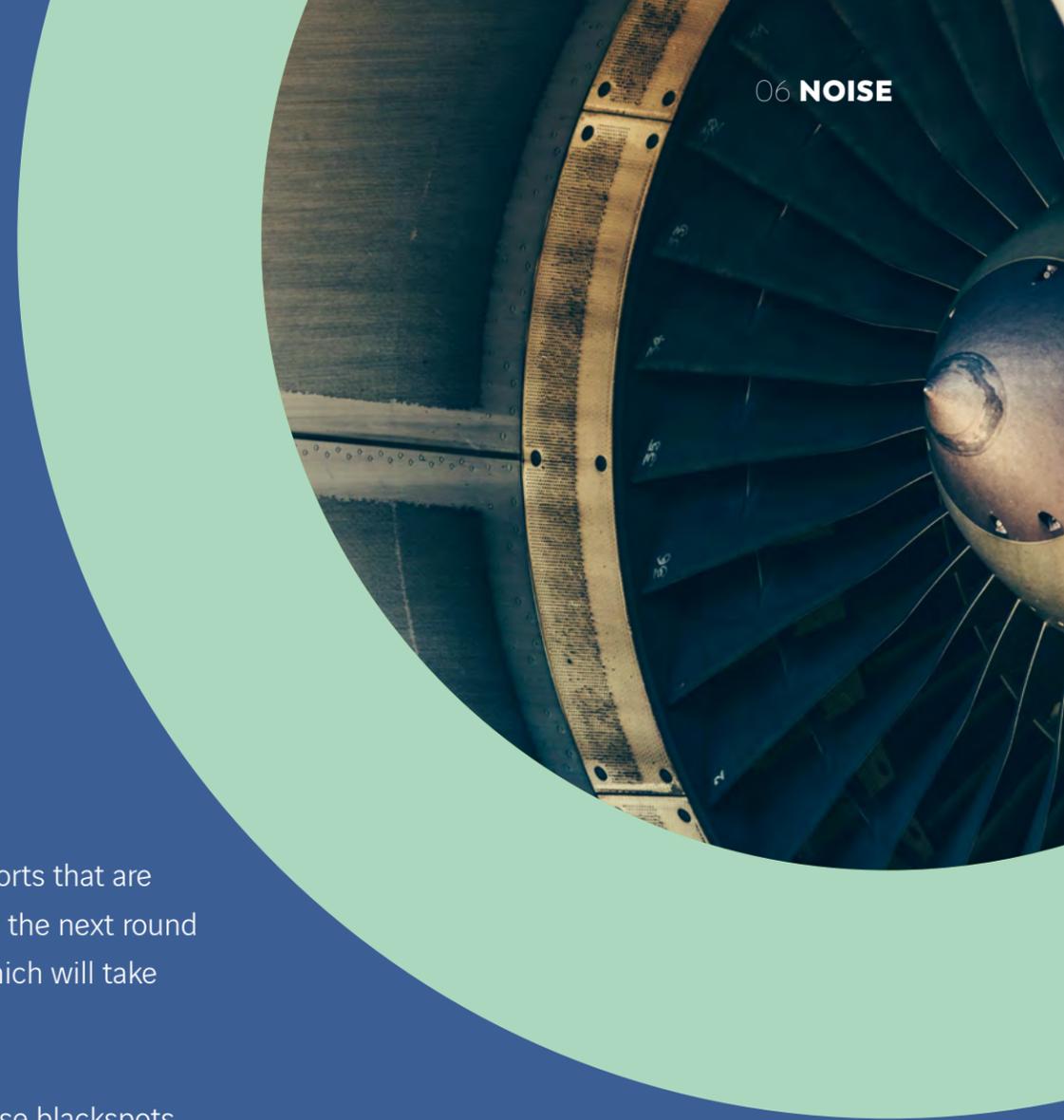
In view of these constraints, the entire assessment will have to be reanalysed, in view of the current context, particularly as to a review of the Action Plans, based on the scenario associated with the Strategic Noise Maps for 2021.

Thus, and in accordance with the guidelines from the Portuguese Environment Agency, ANA sent information to the National Civil Aviation Authority - ANAC on movements of 2021,

in order to categorise the airports that are eligible to be classed as GIT for the next round of Strategic Noise Mapping, which will take 2021 as the reference year.

It should also be noted that noise blackspots were monitored in Humberto Delgado and Francisco Sá Carneiro Airports in 2021.

Bearing in mind the number of noise complaints made in 2021, it is important to mention that 12 complaints were received at Lisbon Airport and 4 complaints at Faro Airport. All were duly dealt with by the airports in question.



CHAPTER 07

# AIR QUALITY



ANA continues to monitor gas emissions at its airports, in accordance with its legal obligations, particularly those associated with fixed point sources. In the same way, air quality is also monitored at Humberto Delgado, Francisco Sá Carneiro and Madeira airports.

This control is generally achieved through monitoring campaigns that take place both in summer and winter. At Ponta Delgada Airport, campaigns are held every three years. This frequency was defined because of the air quality results - "Good".

Generally speaking, the record of measurements showed that air traffic in 2021 was the second year with less air traffic volume, followed by 2020.

Both of these are as a result of the still ongoing pandemic. Despite this decrease in the number aircraft operation, the values measured remained low and in line of the most recent years, except for occasional exceptions. This fact means that the correlation between emissions from aircraft and the concentrations measured is low, with other relevant sources contributing for the results obtained.

This is a characteristic that has also been observed over time and its transversal to all airports to a greater or lesser extent. Nevertheless, it is important for this monitoring to take on a one-time nature of identifying the existing impact during the campaign periods.



CHAPTER 08

# BIODIVERSITY



ANA's has a corporate strategy where the protection of the natural and human environment, and the conservation of species and ecosystems, which are indispensable for the balance of environmental quality, are an integral part of its business plan.

Given that, airport activity is not compatible with the existence of birds in and around the airport perimeter, so specific measures are implemented to keep them away, such as bioacoustics, gas cannons and species plant control.

ANA also uses falconry to complement the traditional methods, particularly at Lisbon, Faro and Madeira airports, where its use is clearly more efficient.

ANA has also been applying biodiversity protection measures since 2008, when it joined the Business & Biodiversity project, promoted by the then Institute for Nature Conservation, under the scope of which it has been sponsoring two wildlife recovery centres, thus contributing to the conservation of biodiversity in Portugal. At central level, there is support

for CERVAS – Centre for Ecology, Recovery and Monitoring of Wildlife and, at Faro Airport, RIAS – Wildlife Recovery and Research Centre, both run by the ALDEIA Association.

A strategic cooperation agreement was continued with QUERCUS – National Association for Nature Conservation, aimed at increasing ANA's commitment to nature protection, environment and biodiversity, through the development of collaborative activities.

In May 2020, ANA joined the Act4Nature initiative promoted by BCSD Portugal, under the scope of Act4Nature International, launched in France in 2018 aiming to mobilise companies to protect, promote and restore biodiversity. By joining this initiative, ANA has undertaken a set of Common Commitments and defined a set of Individual Commitments.

The individual commitments were outlined, bearing in mind the strategic goals set for ANA and VINCI, by an ANA's Biodiversity Working Group, and were publicly announced in December 2020.

Arising from these commitments, ANA started the bases for Biodiversity Diagnosis at all national airports and the work on this is expected to begin in 2022.

In the search for new projects within ANA/VINCI environment strategy and Act4Nature commitments, aiming to promote biodiversity while minimising birdstrikes risk, and ecosystem services while focusing on carbon capture to compensate ANA emissions, a partnership was formed with CCMAR/UAlg, that is a research leader in sea prairies in Europe. This resulted in application submission ("RestoreSeagrass" project) to the LIFE programme, through co-funding for seven

years, with ANA support, in Ria Formosa area. This project has two fundamental components: preserving 168 ha + restoration (planting) 6 ha, with a carbon capture potential of around 95000 tonnes of CO2 after seven years, which can be partially redeemed, thus making it possible to compensate total ANA emissions in 2030, 2031, 2032 and 2033. This project was put on a reserve list of the LIFE programme, with good potential for approval at the next call.



A specific strategic partnerships were also set up in 2021 connected to the forestation campaigns developed by ANA.

In 2021, we held campaigns in Porto Santo and in the forest perimeter in Tavira, allying biodiversity promotion with carbon emissions compensation.



ANA and Madeira Regional Government signed a protocol, on 12 November, for planting 500 trees on Porto Santo Island in 2021, on land ceded by IFCN - Forest and Nature Conservation Institute, with an annual planting programme of over 100 trees for a period of five years.

Figure 9 - Forestation Campaign in Porto Santo – 12 November 2021



ANA planted 2500 trees in the Conceição de Tavira Forest Perimeter, on land belonging to ICNF - Forest and Nature Conservation Institute. This campaign in an area that recently suffered fire damage, was developed in partnership with QUERCUS and ICNF, as well as Tavira Municipal Council.

A “Study on the Impact of Grass Management on the bird community” was held at Lisbon Airport in 2021. The study aims to identify the effect of grass management around runway 03/21 (grass cutting, frequency and height) on the bird community and identify the birds use of the area (resting, feeding and reproduction) and, as specific goals, to characterise the bird populations according to the height of the grass and the type of management during a complete annual cycle, to characterise the cutting frequency and establish a relationship between the frequency

and the bird populations and to characterise the bird populations during the period between successive cutting operations.

This airport also applied for the New European Bauhaus Prizes 2021- Biodiversity and Preservation of Wild Orchids in Lisbon Airport and for the Vinci Environment Award with the study on the survey of wild orchids at AHD.

At Faro Airport, an agreement was signed with CCMAR - Centre of Marine Science / Algarve University, for the development of projects that contribute to learning more about the biodiversity in the airport. Under this scope were developed a project to study the large brachiopod crustaceans and amphibians (larval stage) of the temporary marshes existing in the territorial area managed by Faro Airport, through studies carried out during a hydroperiod.

Figure 10 - Forestation Campaign in the Conceição de Tavira Forest Perimeter – 6 December 2021



Under the scope of the protocol with RIAS - Ria Formosa Wildlife Rehabilitation and Research Centre, a study was also carried out on "Monitoring mammals".

Also at this airport, the CED (Capture – Sterilise – Return) Project, in partnership with Animais de Rua was continued, in order to control the stray cats population in the airport perimeter.

And, as a result of the wildlife management work done at AFR and the consequent identification of the risk some species represent for aviation, awareness campaigns were held, resulting in meetings with:

- Empresa Águas do Algarve SA, Faro Municipal Council and ICNF, to raise awareness on the problems associated with seagulls at the Faro NW WWTP (near the airport). An object that moves in the wind and that is in the shape

of a bird of prey to scare away local birds was installed;

- Faro Municipal Council, for controlling the population of domestic pigeons around the airport.

At the Azores airports, through participation in the SOS Cagarro campaign, the staff takes an active part in rescuing Cory's shearwaters found on the ground in and around the airports and delivering them to the island's Environmental Services. These are later released near the sea, during the day, from where they will begin their first major annual migration to the seas of the South Atlantic or to productive areas in the Northwest Atlantic.

Monitoring was also carried out on the Sentinel Apiary project at Ponta Delgada Airport, which began in 2020. Varroosis is a disease of bees (*Apis mellifera*) that is found all over the world.

The Azores is the third place in the world to have been awarded varroosis-free status. In order to preserve this health status, attributed to six islands in the Autonomous Region of the Azores (São Miguel, Santa Maria, Terceira, Graciosa, São Jorge and Corvo) and to comply with the Apiculture Health Plan, a partnership was set up between the Farm Development Services on São Miguel and the Azores Airports Department. Under the scope of this project, honey plants were also planted at the airport in 2021, particularly Pohutukawa (*Metrosideros excelsa*), Pride of Madeira (*Echium candicans*) and Weigelia.

With the support of IFCN – Forest and Nature Conservation Institute, an inventory of the land molluscs at Porto Santo Airport was made on 2021. The aim was to characterise the

community of land gastropods that appear in the airport perimeter and to identify measures that would make it possible to mitigate not only the impact of these molluscs on the infrastructure but also their appeal to seagulls looking for food there.

CHAPTER 09

**ENVIRONMENTAL  
MANAGEMENT OF  
CONSTRUCTION  
WORK**

## In 2021, the company's Plan for Environmental Management of Construction Work, in force since 2004.

Continued to be implemented, aimed at ensuring the implementation of environmental requirements/measures for minimising environmental impacts through the timely definition of roles, responsibilities and procedures in all phases of project execution, the tender process and construction work.

It is important to remember that for specific optimisation of site waste management, a working group was set up with representatives of GSA, DEGA and the airports, aimed to improve procedures in this area in particular at ANA airports and whose work changed significantly during all of 2021. The results are expected to be published in 2022.



CHAPTER 10

# RAISING ENVIRONMENTAL AWARENESS



"Several global initiatives were begun in late 2020, continuing in to 2021. Due to the pandemic, these were mainly digital in nature."

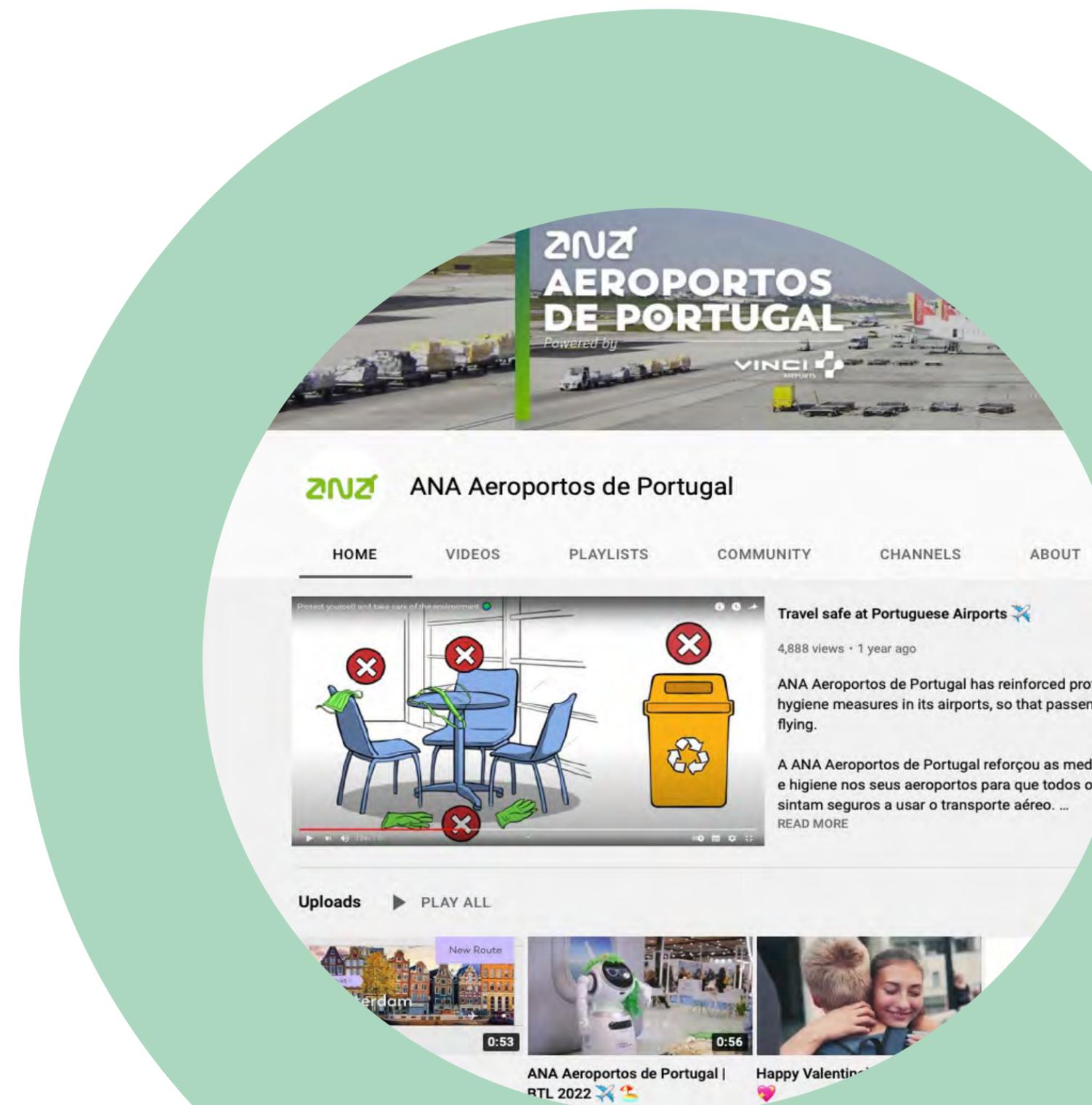
ANA invests in environmental awareness as a primary tool for promoting a change in behaviour and developed a number of campaigns throughout the year, both informative and requesting the active participation of its employees, tenants, customers and/or the neighbouring community.

Several global initiatives were begun in late 2020, continuing in to 2021. Due to the pandemic, these were mainly digital in nature.

One of the most important initiatives was the broadcast at all airports and on ANA's YouTube channel of a film raising awareness for the correct management of "new waste" arising from the pandemic (gloves, visors, masks).

This film was developed in partnership with the environmental NGO "QUERCUS" and was launched after the end of the first general lockdown in Portugal, when activities were resumed in the airports, and was aimed at passengers, visitors and the public in general.

Figure 11 – Protect yourself and take care of the environment, ANA, 2020



## VINCI Environment Award

In the VINCI universe, 220,000 employees were encouraged to take part in a collaborative process of proposing environmental projects and initiatives in a global internal Group competition. This “VINCI Environment Award” began in 2020 and continued until 2021.



The VINCI Environment Award is aimed first and foremost at involving all employees in the Group’s environmental ambition, raising their awareness of environmental commitments, sharing initiatives and joining forces for the good of the environment. It was organised around three areas: acting to prevent climate change, optimising resources through the circular economy and preserving natural resources.

ANA submitted 83 initiatives for this VINCI Environment Award, which had several phases, including an employee voting phase, specialist analysis, regional awards and the final session on 5 November 2021.

During the employee voting phase, ANA developed an internal awareness campaign, which associated 1 vote = 1 tree planted. The results were achieved in Porto Santo (12 November 2021), with the planning of 500 trees. The regional awards ceremony was held on 17 June.

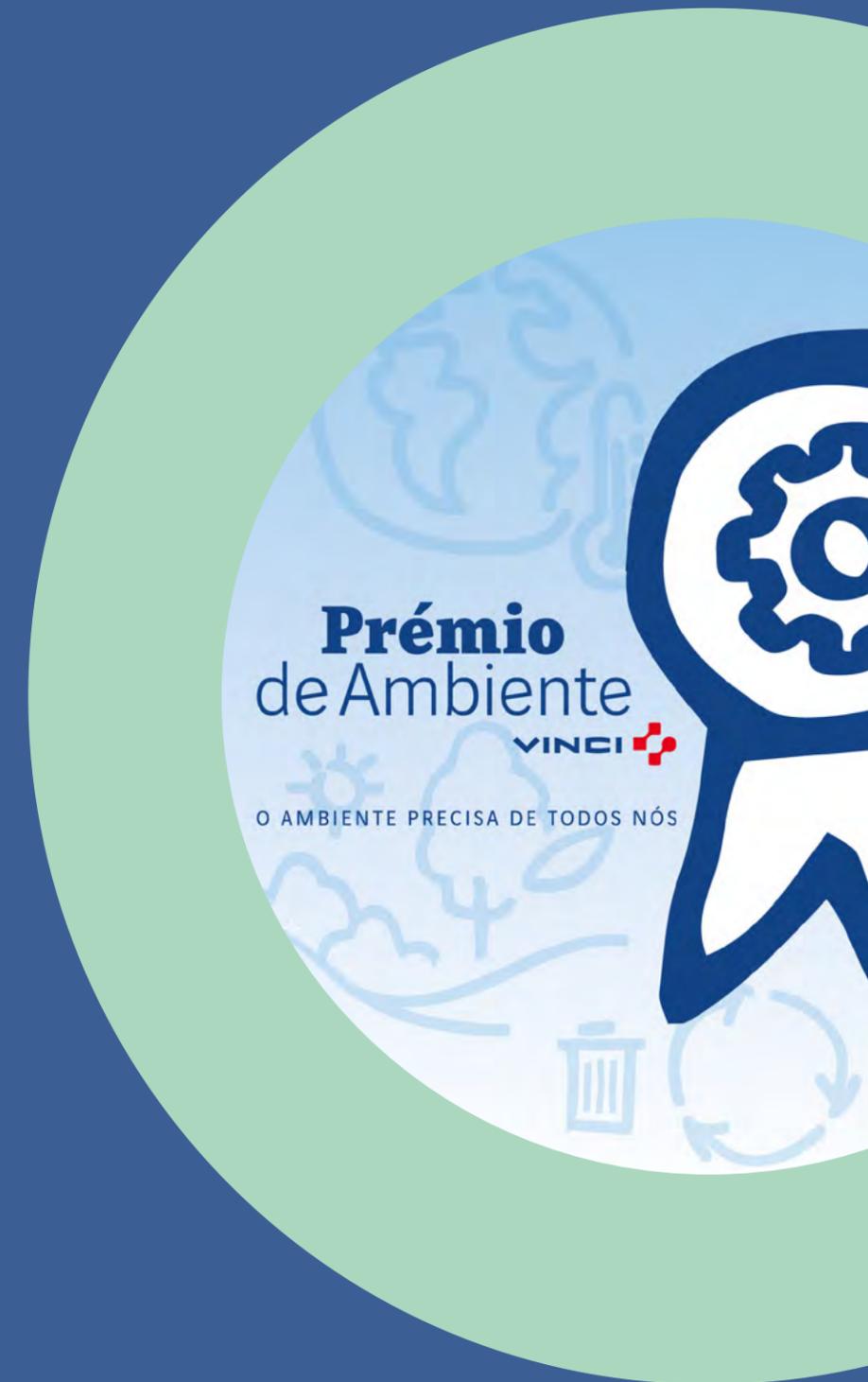


Figure 12 – VINCI Environment Award

Figure 13 - VINCI Environment Award 2021 – Regional Awards Ceremony on 17 June 2021

## STRI exhibition - Nocturnal Birds of Prey in Portugal

Arising from the partnership between ANA and CERVAS, a travelling photo exhibition was set up, first in Porto Airport and then in Lisbon Airport. The STRI exhibition – Nocturnal Birds of Prey in Portugal, aims to raise awareness on nocturnal birds of prey, along with photos by photojournalists on CERVAS work, and was available to all who pass through these airports. The exhibition was also on display at Faro Airport until the end of that year and will move to Madeira Airport in 2022.

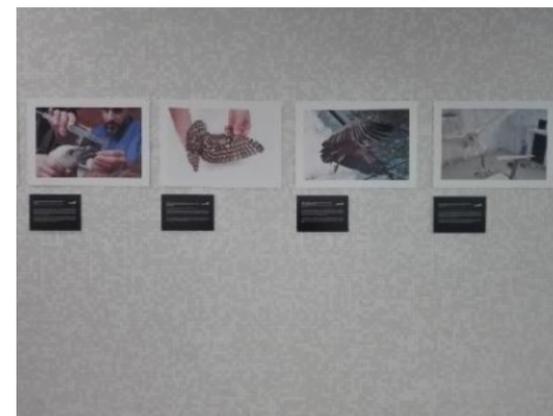
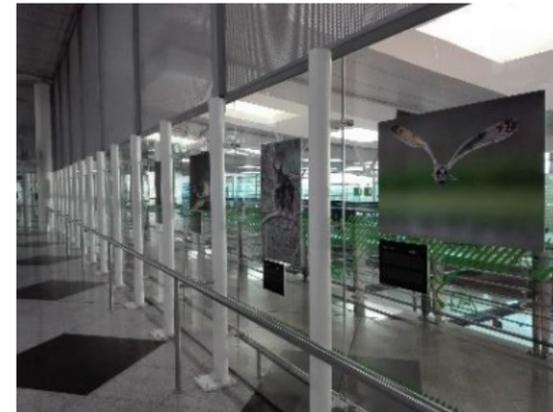


Figure 14 - CERVAS Exhibition at Porto Airport

Figure 15 - CERVAS Exhibition at Lisbon Airport

## International Day of Forests and World Water

On 22 March 2021, ANA launched an internal campaign entitled “Tree and Water Week” to commemorate the International Day of Forests and World Water Day. Good management of water and ecosystem services as a support for biodiversity is a strategic priority in ANA Airports environmental management system and the awareness campaign included sharing several ongoing projects in these areas at the airports.

## World Biodiversity Day

On 22 May 2021, to commemorate World Biodiversity Day, ANA launched an internal campaign in line with the topic – We are part of the solution – aiming to remind all ANA employees that we all can and should contribute to more sustainable development, thus helping to conserve nature and its biodiversity. This was used to announce the ANA campaigns in the Act4Nature initiative, as well as the biodiversity projects being developed at the airports.





## Environmental Campaign at ANA Airports

In May 2021, ANA developed an external campaign on the environmental strategy at VINCI Airports. This was launched at all the airports, on external social media and on ANA's intranet. This campaign revealed the environmental goals of VINCI Airports (Energy

and Climate Change, the Circular Economy, and Protection of Natural Resources) and some of the environmental projects related to them and already underway at ANA airports. It included mini-videos on social media and posters at the airports adapted to the targets and environmental performance of each airport in order to publicly share what the company has done in this area and its goals for 2030.

Allying commitment, innovation and responsibility in the airports environmental management with positive performance and impacts reduction was the project's theme for reformulation ANA's environmental website area. The aim was to share with the community what ANA's has been doing in this area. This campaign was held in April 2021.

## World Environment Day

Between 14 April and 6 May, several internal environmental awareness sessions were held online for airport staff, with a total of 300 participants. Among those were members of the Executive Committee, Airport Directors, from the Environment and Sustainability Area and members of the airport environment teams. The theme was "What is the Environment at ANA?", and it was presented the company's environmental management, the projects under development and the challenges expected for the area given the environmental goals for VINCI Airports by 2030.

In answer to the question "What is the Environment for you?" asked at the beginning of each session, the most common answers were "Sustainability", "Commitment", "Responsibility", "Future". By knowing the measures implemented and planned at each

airport, we can build a common environmental pathway that reflects the interests of workers in this subject and the contribution of our company to the "decade of green transition". On the occasion of the second ACI EUROPE summit on sustainability in aviation, held in May 2021 and as part of a joint commitment in the airport sector currently signed by 235 European airports, the airports managed by ANA – Aeroportos de Portugal, in line with the activities of VINCI Airports, publicly reaffirmed their goals of becoming carbon neutral (net zero) by 2050, continuing on with their decarbonisation campaigns.

Also in 2021, the Portuguese government formally supported the efforts to develop hydrogen projects at Lisbon Airport under the scope of its joint application with VINCI to the Green Deal Horizon 2020 programme.

Committed to NetZero2050, ANA showed itself to be aligned with the Paris Agreement in terms of the decarbonisation strategy established by the European Commission, through the Green Deal, and to the Portuguese National Strategy for Hydrogen.

Dealing with climate change is a global security challenge for humanity and ANA has been working hard over the last 15 years to reduce its carbon emissions, making a commitment to reduce its footprint.

ANA commemorated World Environment Day on 5 June 2021, on the topic of "Restoring Ecosystems" in an internal campaign raising awareness of the need to conserve natural environments, focusing once more on the strong environmental awareness for company staff.



## Global Carbon Management Strategy

Under the scope of establishing Partnership Plans with ANA Stakeholders for the management of airport-wide carbon emissions, an online forum was held. The "GLOBAL CARBON MANAGEMENT STRATEGY - STAKEHOLDER FORUM" was led by ANA and took place on 17 June 2021, with a focus on climate change and carbon management.

It was attended by ANA, handlers, airlines, concessionaires, restaurants, municipal councils and public transport companies and other entities.

During this forum, experiences and good practices were shared on measures for reducing greenhouse gas emissions, aiming to establish a common commitment in the campaigns to reduce carbon emissions, with ANA taking on a central role as facilitator.

ANA defined partnership plans for mobility with stakeholders in order to achieve Level 4/4+ in the ACI Airport Carbon Accreditation (ACA) programme,

With the aim of joining forces and sharing a path of cooperation, ANA has been organising meetings in the airports that are attended by the main mobility stakeholders.

At Faro Airport, the meeting took place on 1 July 2021 and was attended by Faro Municipal Council, GetON/Frota Azul, RNE - National Bus Service and FLIXBUS.

On 2 July 2021, at Lisbon Airport, the meeting was attended by Lisbon Municipal Council, Loures Municipal Council, Carris buses, Metro de Lisboa and TML -Transportes Metropolitanos de Lisboa.

In the Azores Airports, the entities attending the meeting on 6 July 2021 were Ponta Delgada Municipal Council, ANC Aerobus (airport - city - airport), the Azores Regional Government and Vila do Porto Municipal Council.

On 14 July 2021, ANA met with Santa Cruz Municipal Council, Porto Santo Municipal Council, APRAM - Portos da Madeira, SAM - Sociedade Automóvel da Madeira, Horários do Funchal and the Regional Secretary for the Economy.

Finally, at Francisco Sá Carneiro Airport, the meeting was held on 19 July 2021 and was attended by Maia Municipal Council, Porto Municipal Council, 100 Rumos and STCP - Porto Collective Transport Company.

## GLOBAL CARBON MANAGEMENT STRATEGY



### Stakeholders Forum



## VINCI Environment Day

VINCI Environment Day, on 22 September 2021, was a celebration for the entire group, with two sessions: one in Portugal and another live from Lyon. On the topic of Act for Climate, the interventions from Xavier Huillard, Nicolas Notebaert and Thierry Ligonnière, and all the other participants, are an example of ANA/ VINCI commitment to the environment. At the second session, internal workshops were held to select environmental initiatives, as part of the VINCI Environment Award, with low costs and implementation times, to be implemented by ANA airports.



Figure 20 - VINCI Environment Day @ ANA Airports, September 22, 2021

## Minuto Verde

Considering the good results of the company in environment since the 1990s, QUERCUS teamed up with ANA on four episodes of “Minuto Verde”, an environmental spot by QUERCUS that is broadcast on RTP1 every business day in 60-second episodes.

The first episode, broadcast on 22 October 2021, was on electric mobility, presenting the charging electric vehicles system that is available to all at Lisbon Airport, thus making mention of the fleet renewal underway at ANA, in its move towards low emission vehicles.

The second episode, broadcast on 5 November, was on the ANA initiatives to promote the use of bicycles when travelling to and from airports.

The Lisbon Airport bike park - a parking area for bicycles and scooters - as well as the bike assembly and dismantling facilities available to passengers and other users at Porto and Faro airports were presented.

The third episode, broadcast on 11 November, was dedicated to some water innovative ANA projects, such as the system for water collecting from passenger bottles left at the security control area at Porto Airport, that allows the water collected to be used for irrigation and washing, as well as increasing plastic bottles recycling. The charity compactor installed at Lisbon Airport was also referred which consists in a reverse vending machine for compacting cans and plastic bottles. For each can or plastic bottle passengers deposit for recycling, a donation is made to charity.

The fourth episode, broadcast on 30 December, was on carbon management at ANA, presenting some of the initiatives underway to reduce our carbon footprint as our airports journey towards carbon neutrality, such as a real time monitoring solution for carbon emissions and fuel consumption during aircraft movements on the ground (taxi time) at Lisbon Airport.



Locally, the airports also held other initiatives.

### Francisco Sá Carneiro Airport

The results of water analyses and information on the airport environmental management were also posted in the airport terminal every month.

An awareness campaign on correct waste management was also carried out among the teams of shopkeepers/restaurants and the cleaning service provider, visiting 28 spaces and reaching 130 employees, as well as a campaign for monitoring the disposal of waste by the producers in the intermediate storage areas, for clarifying issues and identifying opportunities for improvement.

The airport also continued to participate in European Week for Waste Reduction through an exhibition of awareness materials in the public area, aimed at all users and visitors at the airport.

Under the scope of the World Environment Day celebrations, the "Airport Environment" exhibition was also on display.

### Faro Airport

There was a meeting with ALGAR - Valorização e Tratamento de Resíduos, SA at the airport, aimed to analyse the campaigns that could be developed to reduce the amount of waste produced at AFR and that gets sent to landfills. A meeting was also held with Groundlink to assess the different possibilities for sorting the waste produced on board the aircrafts, aimed at increasing the recovery rate for waste produced at the airport.

And an awareness campaign was held at ARH Algarve alerting to the need for the clearing of drainage ditches (rainwater) south of the airport due to the low flow which strongly increased the risk of flooding at the airport, particularly the area around the SLCI building.

On 15 June 2021, the photovoltaic panel project was launched at Faro Airport, a project that will cover 30% of its electricity needs. This project – the first in an airport in Portugal – is part of the environmental action plan for the Algarve region and represents the concerns

about this matter and sustainability, a priority for the company. The new solar plant in Faro is part of a global action plan for VINCI Airports in all of its airports, with similar projects already implemented or under development in the Dominican Republic, Brazil, the United Kingdom, Sweden, France and now in Portugal.

Under the scope of the European Week for Waste Reduction, campaigns were held on 26 November in partnership with BLUEOTTER CIRCULAR, aimed at raising awareness among the entities involved in the management of the

waste produced at this airport - such as shops, restaurants and cleaning service providers - as to the importance of sorting waste at the source, in compliance with the goals established for increasing the waste recovery rate and reducing the amount of waste going to landfills, associated with the goals related to the circular economy.



### Azores Airports

Under the scope of World Recycling Day (17 May), a digital quiz was launched to raise awareness and allow ANA employees to test their knowledge in this area.

At all ANA airports, service providers, customers and holders of occupancy and/or operating licences were made aware of waste management, hazardous waste management and the reduction of water and energy consumption through environmental monitoring visits.

### Madeira Airports

In the summer of 2021, ANA teamed up with João and Tristão, the mascots of the “Porto Santo without Marine Litter” campaign, to appeal to locals and visitors to the island to help them protect its biodiversity through reducing plastic waste.

According to ANP|WWF “every year, 8 million tonnes of plastic waste generated on land reach the ocean, causing irreparable damage to marine flora and fauna. A study in the south of Portugal observed plastics in the gastrointestinal tract of 22.5% of the 160 sea birds analysed”.

The association believes that this campaign will contribute to waste sorting and recovery on Porto Santo Island.

In June, at an event attended by entities such as Porto Santo Municipal Council, the Regional Secretary for the Environment, Natural Resources and Climate Change and the Norwegian Embassy, the results of the first phase of the project were presented and the “Porto Santo without Marine Waste” seal was awarded to the member establishments and the commitments were signed by the entities present.

The project is funded by the EEA Grants Environment Programme and brings together as partners Associação Natureza Portugal, in association with the WWF, AIDGLOBAL, Água e Resíduos da Madeira, Porto Santo Municipal Council and ARDITI, which also has the support of WWF Norway and the Regional Secretary for the Environment and Climate Change. On the occasion of tree planting protocol signing in Porto Santo, an exhibition was also inaugurated at the airport, telling the story of the reforestation of the Island.



## New Sustainability Cycle

In summer 2021, ANA took the first steps towards a new Sustainability cycle, focusing on:

- Aligning the company with the policy of the VINCI group;
- Nationally, putting ANA on a par with the larger companies which are deeply committed in the entrepreneurial area, such as EDP, SONAE, GALP Energia, LIPOR, DELTA, etc.;
- Making ANA a more responsible company, environmentally, socially and economically;
- Establishing more advantageous partnerships locally and nationally and boosting existing partnerships.

All the work that is underway, with the help of a specialist consultant, is aimed at defining the guiding principles for ANA's sustainability strategy, intertwining the United Nations SDG with the company strategic commitments, considering the definition of strategic priorities based on an organisation model that will support the full implementation of a global approach to sustainability at ANA, where a commitment is made to sustainable development, balancing economic prosperity, environmental responsibility and social equity. The work done will result in the definition of a specific sustainability policy for the

company, a vision and a strategy, which will be associated with an integrated Action Plan per sustainability pillar.

Contributions and internal reflections have already been collected, through internal consultation of the employees (by survey and with a focus group and meetings) and an external stakeholder consultation process has begun. This will continue into 2022 and will be followed by actions that will allow meeting the goals defined for this area.



CHAPTER 11

**CONCLUSIONS**

2021 was a year of continuous adjustments and major changes in the activity and increased challenges in the environmental area. In fact, following the dramatic activity reduction in 2020, there was some slight recovery in 2021, although still well below the figures for 2019.

The aviation sector is now facing a protracted and uncertain recovery. Nevertheless, even in this context, VINCI reinforced its commitment to environmental values. This commitment was once again made public all over the world on 22 September, VINCI World Environment Day, an event that was also celebrated at ANA.

In effect, the company continued to work hard to be more and better in a variety of areas during 2021, particularly regarding the environment: goals were reviewed, procedures changed and environmental systems at the airports were readjusted and reanalysed. These campaigns are now underway. New solutions were sought out, interdisciplinary teams were set up and there was a focus on environmental innovation, supported by strong internal awareness-raising.

Being a sustainable airport operator also means being resilient and contributing to more cohesive and resilient societies, making them better prepared to withstand major environmental impacts and economic or social pressures in a rapidly changing world. Of course this also implies preserving the bases of a prosperous world for future generations.

In 2021, campaigns were developed to ensure compliance with the environmental legislation in force and to suit environmental performance to the new reality in the airports. Overall, it is generally believed that the campaigns implemented during 2021 were effective, needing only occasional reinforcement.

In short, the presentation of positive global performance in 2021, raising awareness among the different economic agents for more responsible behaviour, as well as adding value to the role of the company and its stakeholders, take on particular importance and imply continuous and dedicated efforts.

These goals were behind all of ANA's activities during 2021, a year that was marked by the continuing uncertainties about the COVID-19 pandemic and its effects, particularly being unable to predict traffic at ANA airports.



To this end, there was a need to readjust the campaigns planned for 2021, pursuing goals of cost rationalisation, reducing losses and maximising gains with regard to the environmental aspects, but without calling into question the pursuit of ambitious environmental goals. In fact, notwithstanding the unprecedented crisis that the entire aviation sector is facing, ANA is committed to implementing a wide range of environmental best practices, reducing the impacts of its airports and improving its environmental performance, in close cooperation with the surrounding communities and infrastructure.

This year posed increasing environmental challenges, implying an increase in the number of occurrences and activities to be developed in order to minimise possible impacts and to minimise consumption, while at the same time focusing on environmental efficiency.

In the same way, we must highlight the importance of local and corporate environmental campaigns for reducing energy consumption, CO2 emissions, water consumption and waste production, as well as compensatory measures related to biodiversity promotion and environmental awareness-raising campaigns for all of the airports' stakeholders.

Regarding ANA's operation in 2021, it complied with the requirements of the Concession Contract, managing environmental impacts and compliance with the applicable legislation in force. It is to be expected that 2022 will be marked by Action Plans consolidation in the airports and their implementation, which will allow them to move towards compliance with the goals and targets defined for VINCI Airports. In terms of its environmental component, the Integrated Management System has proved itself to be pertinent, suitable and effective.

**ANA - AEROPORTOS DE PORTUGAL, SA**  
**JUNE 2022**

**ANA**  
**AEROPORTOS**  
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