

Abridged

Environmental Statement 2018

Including the Environmental Program until 2020
For the organizations Fraport AG
(Fraport parent company), N*ICE, FCS, Energy Air,
GCS and FraGround at Frankfurt Airport



Update of the Environ-
mental Statement 2017



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Environmental Management at Frankfurt Airport

Since 1999, Fraport AG at Frankfurt Airport has been regularly validated by government accredited and inspected environmental auditors. The basis for this audit is the European regulation "Eco-Management and Audit Scheme" (EMAS). Since 2002, the verification has also been carried out in accordance with the international standard ISO 14001. These audits in conformity with EMAS and ISO 14001 also included Fraport Cargo Services GmbH (FCS) since 2008, N*ICE Aircraft

Services & Support GmbH (N*ICE) since 2009 and Energy Air GmbH since 2014. Energy Air GmbH is also validated in accordance with the international ISO 50001 standard. New additions to the EMAS network in 2017 include the subsidiary companies FraGround Fraport Ground Services GmbH (FraGround) and GCS Gesellschaft für Cleaning Service mbH & Co. Airport Frankfurt/Main KG (GCS).

Additional Environmental Figures

The environmental figures have been presented in the Environmental Statement in accordance with the Global Reporting Initiative (GRI) Performance Indicators Series 300 "Environment", supplemented by some specific indicators for the

airport. The present Environmental Statement also includes indicators in accordance with the expanded GRI performance indicators for airports, "Airport Operators Sector Supplement (AOSS)".

Environmental Figures

Frankfurt Airport, Fraport parent company, Energy Air, FCS, N*ICE, GCS, FraGround

Aspects in accordance with the Global Reporting Initiative (GRI) performance indicators “Environment” and “Airport Operators Sector Supplement (AOSS)”, subset “environment”.

Values partially rounded; minor deviations may occur.

Employees	Unit	Comment	2014	2015	2016	2017
Fraport parent company	Number	1	11,694	11,401	11,164	10,747
FCS	Number	1	368	411	449	503
N*ICE	Number	1	43	41	40	43
FraGround	Number	1	3,224	3,267	3,025	3,331
GCS	Number	1	641	618	657	689

¹ Employees = Permanent employees + temporary staff (school children, students, interns, marginally employed and trainees) + apprentices, exempted employees, status December of every year.

AO1 – Passagiere						
Traffic volume	Unit	Comment	2014	2015	2016	2017
Passengers	Number of passengers		59,571,802	61,040,613	60,792,308	64,505,151

AO2 - Aircraft movements						
Traffic volume	Unit	Comment	2014	2015	2016	2017
Frankfurt Airport (FRA)						
Traffic unit (without transit)	TU	1, 2	80,756,063	81,682,024	81,827,352	86,354,959
Aircraft movements (landing + take-off)	Number of movements		469,026	468,153	462,885	475,537
Therein at night	Number of movements	3	31,247	31,013	31,274	32,912

¹ TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

² Commercial and non-commercial traffic.

³ Nighttime: 22:00 to 06:00.

AO3 – Cargovolume						
Traffic volume	Unit	Comment	2014	2015	2016	2017
Airfreight	t		2,083,495	2,030,861	2,067,257	2,143,622
Airmail	t		81,165	83,718	85,220	85,348
Therein FCS						
Cargo-Volume						
Airfreight	t		453,155	525,528	637,670	735,524
Traffic units	TU	1	4,531,550	5,255,280	6,376,700	7,355,240

¹ TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

GRI 302: Energy						
GRI 302-1	Unit	Comment	2014	2015	2016	2017
Direct energy consumption						
Frankfurt Airport						
		1, 2, 3				
Purchased direct non-renewable energy sources	TJ	6	757.90	796.80	842.31	826.76
Natural gas	TJ		68.77	83.99	97.61	95.07
Natural gas	million kWh	3	19.100	23.330	27.120	26.410
Liquefied petroleum gas (LPG)	TJ		9.26	8.40	7.05	8.44
Liquefied petroleum gas (LPG)	m ³	3	389	353	296	355
Heating oil	TJ		78.4	93.6	115.2	98.9
Heating oil	m ³	3	2.171	2.592	3.190	2.738
Diesel	TJ		552.5	556.4	564.1	562.6
Diesel	million liters		15.520	15.630	15.850	15.804
Gasoline	TJ		45.7	49.9	54.2	57.1
Gasoline	million liters		1.409	1.540	1.670	1.761
Kerosene (Jet A1)	TJ	6	3.33	4.54	4.12	4.65
Kerosene (Jet A1)	million liters	6	0.096	0.131	0.118	0.134
Therein Fraport parent company						
Purchased direct non-renewable energy sources	TJ	2	468.30	483.10	495.90	494.96
Natural gas	TJ		5.1	5.8	5.5	5.6
Natural gas	million kWh		1.414	1.599	1.524	1.554
Liquefied petroleum gas (LPG)	TJ		9.3	8.4	7.0	8.4
Liquefied petroleum gas (LPG)	m ³		389	353	296	355
Heating oil	TJ		73.4	87.5	110.3	93.3
Heating oil	m ³		2.032	2.424	3.056	2.585
Diesel	TJ		350.1	346.7	335.1	345.2
Diesel	million liters	4	9.834	9.740	9.410	9.696
Gasoline	TJ		28.3	32.6	36.0	40.1
Gasoline	million liters	4	0.872	1.005	1.112	1.239
Kerosene (Jet A1)	TJ	6	2.3	2.1	1.9	2.3
Kerosene (Jet A1)	million liters	6	0.065	0.062	0.054	0.066
Total energy consumption						
Renewable energy sources	%		<1	<1	<1	<1
Non-renewable energy sources	%		100	100	100	100
Therein FCS						
Purchased direct non-renewable energy sources	TJ		5.30	5.67	6.39	6.52
Diesel	TJ		4.90	5.20	5.93	6.07
Diesel	million liters		0.138	0.146	0.167	0.170
Gasoline	TJ		0.40	0.47	0.46	0.45
Gasoline	million liters		0.013	0.014	0.014	0.014
Total energy consumption						
Renewable energy sources	%		0	0	0	0
Non-renewable energy sources	%		100	100	100	100
Therein N*ICE						
Purchased direct non-renewable energy sources	TJ		7.87	14.94	13.93	16.35
Diesel	TJ		7.83	14.88	13.88	16.30
Diesel	million liters	5	0.220	0.418	0.390	0.458
Gasoline	TJ		0.04	0.06	0.05	0.05
Gasoline	million liters		0.001	0.002	0.002	0.002
Total energy consumption						
Renewable energy sources	%		0	0	0	0
Non-renewable energy sources	%		100	100	100	100
Therein FraGround						
Purchased direct non-renewable energy sources	TJ		0.34	0.39	0.35	0.40
Diesel	TJ		0.18	0.25	0.25	0.27
Diesel	million liters	4	0.005	0.007	0.007	0.008
Gasoline	TJ		0.16	0.13	0.08	0.12
Gasoline	million liters	4	0.005	0.004	0.003	0.004
Total energy consumption						
Renewable energy sources	%		0	0	0	0
Non-renewable energy sources	%		100	100	100	100

GRI 302: Energy						
GRI 302-1	Unit	Comment	2014	2015	2016	2017
Direct energy consumption						
Therein GCS						
Purchased direct non-renewable energy sources	TJ		1.24	1.21	1.32	2.08
Diesel	TJ		1.10	1.10	1.30	1.62
Diesel	million liters	4, 7	0.031	0.041	0.058	0.046
Gasoline	TJ		0.14	0.09	0.06	0.46
Gasoline	million liters	4, 7	0.004	0.005	0.006	0.014
Total energy consumption						
Renewable energy sources	%		0	0	0	0
Non-renewable energy sources	%		100	100	100	100

¹ All companies on the composite owned land of Frankfurt Airport (Fraport parent company, subsidiaries of Fraport AG, more than 500 third parties) to the extent data are available.

² All data including technical losses, as far as known.

³ Consumption of natural gas by third parties based on information that cannot be verified.

⁴ The fuel consumption for private use of company cars is not taken into account.

⁵ The level of consumption depends on the number of deicing operations (see indicator "Number of deiced aircraft" in the category traffic volume).

⁶ Kerosene consumption of air start units.

⁷ The consumption data were recalculated and adjusted owing to incorrect data for the years 2014 – 2016.

TJ = Terajoule

GRI 302: Energy						
GRI 302-1	Unit	Comment	2014	2015	2016	2017
Indirect energy consumption						
Frankfurt Airport		1, 2				
Purchased energy	TJ		4,034.4	4,093.8	4,154.3	4,072.1
Electricity	TJ		2,214.6	2,202.1	2,162.4	2,106.9
Electricity	million kWh		615.171	611.692	600.658	585.256
District heating	TJ		1,300.6	1,377.2	1,488.4	1,464.6
District heating	million kWh		361.271	382.550	413.450	406.834
District cooling	TJ		519.2	514.5	503.5	500.6
District cooling	million kWh		144.224	142.914	139.854	139.060
Indirect energy consumption						
Renewable energy sources	%		32.60	32.90	38.90	47.40
Non-renewable energy sources	%		67.40	67.10	61.10	52.60
Therein Fraport parent company						
Purchased energy	TJ		2,269.5	2,240.0	2,279.9	2,236.6
Electricity	TJ		1,223.4	1,181.7	1,171.6	1,151.7
Electricity	million kWh		339.829	328.236	325.441	319.923
District heating	TJ		618.5	634.4	691.5	670.2
District heating	million kWh		171.818	176.209	192.087	186.155
District cooling	TJ		427.6	424.0	416.8	414.8
District cooling	million kWh		118.768	117.768	115.769	115.209
Indirect energy consumption						
Renewable energy sources	%		29.6	32.5	37.7	45.7
Non-renewable energy sources	%		70.6	67.5	62.3	54.3

GRI 302: Energy						
GRI 302-1	Unit	Comment	2014	2015	2016	2017
Indirect energy consumption						
Therein FCS						
Purchased energy	TJ		28.22	28.75	37.53	36.09
Electricity	TJ		11.68	11.44	16.05	18.87
Electricity	million kWh		3.244	3.178	4.458	5.242
District heating	TJ		16.54	17.31	21.48	17.22
District heating	million kWh		4.594	4.808	5.967	4.783
Indirect energy consumption						
Renewable energy sources	%		29.6	32.5	37.7	45.7
Non-renewable energy sources	%		70.6	67.5	62.3	54.3
Therein N*ICE						
Purchased energy	TJ		2.05	3.56	3.25	4.23
Electricity	TJ		1.85	3.26	2.93	3.81
Electricity	million kWh		0.514	0.905	0.813	1.057
District heating	TJ		0.20	0.30	0.32	0.43
District heating	million kWh		0.055	0.083	0.089	0.118
Indirect energy consumption						
Renewable energy sources	%		29.6	32.5	37.7	45.7
Non-renewable energy sources	%		70.6	67.5	62.3	54.3
Therein FraGround						
Purchased energy	TJ		1.80	2.23	2.43	2.16
Electricity	TJ	3	1.00	1.42	1.45	1.35
Electricity	million kWh	3	0.277	0.395	0.403	0.376
District heating	TJ		0.75	0.75	0.93	0.77
District heating	million kWh		0.207	0.208	0.258	0.213
District cooling	TJ	3	0.05	0.06	0.04	0.04
District cooling	million kWh	3	0.015	0.015	0.012	0.010
Indirect energy consumption						
Renewable energy sources	%		29.6	32.5	37.7	45.7
Non-renewable energy sources	%		70.6	67.5	62.3	54.3
Therein GCS						
Purchased energy	TJ		2.07	1.98	1.97	2.20
Electricity	TJ		1.96	1.90	1.89	2.10
Electricity	million kWh		0.545	0.529	0.526	0.582
District heating	TJ		0.11	0.08	0.08	0.11
District heating	million kWh		0.030	0.022	0.021	0.030
Indirect energy consumption						
Renewable energy sources	%		29.6	32.5	37.7	45.7
Non-renewable energy sources	%		70.6	67.5	62.3	54.3

¹ All companies on the contiguous property area of Frankfurt Airport: Fraport parent company, subsidiaries of Fraport AG, more than 500 third parties.

² All data including technical losses, as far as known.

³ Corrected to take account of district cooling.

⁴ TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

TJ = Terajoule

GRI 302: Energy						
GRI 302-3 Energy intensity	Unit	Comment	2014	2015	2016	2017
Frankfurt Airport						
		1, 2, 3				
Specific total consumption	TJ per million TU		59.40	59.90	61.10	56.73
Purchased direct non-renewable energy sources	TJ per million TU	4	9.40	9.80	10.30	9.57
Purchased energy	TJ per million TU	4	50.00	50.10	50.80	47.16
Therein Fraport parent company						
Specific total consumption	TJ per million TU		33.90	33.33	33.96	31.63
Purchased direct non-renewable energy sources	TJ per million TU	4	5.80	5.91	6.06	5.73
Purchased energy	TJ per million TU	4	28.10	27.42	27.90	25.90

¹ All companies on the contiguous property area of Frankfurt Airport: Fraport parent company, subsidiaries of Fraport AG, more than 500 third parties.

² All data including technical losses, as far as known.

³ Consumption of third parties partly due to information that cannot be verified.

⁴ TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

TJ = Terajoule

GRI 302: Energy						
GRI 302-4	Unit	Comment	2014	2015	2016	2017
Reduction of energy consumption						
Fraport parent company						
Reduction of energy consumption	million kWh	1, 2, 3	24.17	30.07	42.35	69.91

¹ Based on the year 2008, accumulated effects from the year 2008, to the extent effective in subsequent years.

² Calculation of energy which could be saved for reasons of improved procedures, replacement and upgrading of systems and equipment, and modified employee behavior.

³ Includes calculated savings from completed projects.

GRI 303: Water						
GRI 303-1	Unit	Comment	2014	2015	2016	2017
Total water consumption						
Frankfurt Airport						
		1				
Total water consumption	million m ³		1.970	1.774	1.757	1.764
Total water consumption	liters per TU	2	24.40	21.70	21.47	20.43
Drinking water	million m ³	4	1.624	1.431	1.373	1.274
Service water	million m ³	3, 5	0.346	0.343	0.384	0.490
Therein Fraport parent company						
Total water consumption	million m ³	7	1.166	1.088	1.031	1.023
Total water consumption	liters per TU	2	14.4	13.3	12.6	11.8
Drinking water	million m ³	4	0.891	0.819	0.723	0.615
Service water	million m ³	5	0.275	0.269	0.308	0.408
Therein FCS						
Total water consumption	million m ³		0.009	0.009	0.009	0.009
Drinking water	million m ³	4	0.009	0.009	0.009	0.009
Service water	m ³		–	–	–	–
Therein N*ICE						
Total water consumption	million m ³	6	0.006	0.009	0.009	0.010
Drinking water	million m ³	4, 6	0.005	0.006	0.006	0.007
Service water	million m ³	5	0.001	0.003	0.003	0.003
Therein GCS						
Total water consumption	million m ³		–	0.002	0.005	0.005
Drinking water	million m ³	4, 8	–	0.002	0.005	0.005
Service water	m ³		–	–	–	–

- ¹ All companies on the contiguous property area of Frankfurt Airport: Fraport parent company, subsidiaries of Fraport AG, more than 500 third parties.
- ² TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.
- ³ Less share of drinking water at service water treatment in Terminal 2.
- ⁴ From the local authority water supply.
- ⁵ The service water is treated from surface water, rainwater and ground water. Contains subsets, which are estimated.
- ⁶ Water is used to dilute the aircraft deicing agents. In cold and snowy winters larger amounts are needed for de-icing. The water consumption therefore rises accordingly.
- ⁷ Total consumption for the airport minus consumption by third parties at the Frankfurt Airport site.
- ⁸ Laundry operation of GCS since July 2015.

GRI 303: Water

A04 Quality of precipitation water	Unit	Comment	2014	2015	2016	2017
Frankfurt Airport						
Hydrocarbons	mg/l	1	0.1	0.1	0.08	<0.1
Materials capable of being deposited	ml/l	1	3.8	0.3	0.28	0.23

¹ A 2 h mixed sample is collected each month from the precipitation water channel at a sampling test station located shortly before the discharge point into the River Main.

The value for hydrocarbons was calculated from twelve individual samples, the value for "substances capable of being deposited" from eleven individual samples.

GRI 304: Biodiversity

GRI 304-1	Unit	Comment	2014	2015	2016	2017
Land use						
Frankfurt Airport						
Owned land by Fraport AG	ha	1	2,296.47	2,283.54	2,283.54	2,284.00
of which paved area	ha		1,064.88	1,084.61	1,091.00	1,092.00

¹ Continuous owned land.

GRI 305: Emissions

GRI 305-1 Direct (Scope 1) and GRI 305-2 Indirect (Scope 2)	Unit	Comment	2014	2015	2016	2017
Greenhouse gas emissions						
Fraport parent company						
CO ₂ -Emissions	1,000 t CO ₂	1	238.2	218.3	209.3	190.1
direct CO ₂ -emissions	1,000 t CO ₂	1	34.5	35.5	36.5	36.4
indirect CO ₂ -emissions	1,000 t CO ₂	2	203.7	182.8	172.8	153.7
compensated CO ₂ -emissions (certificates)	1,000 t CO ₂		0	0	0	0
Other relevant greenhouse gas emissions	t CO ₂ equivalent	3	<2	<2	<2	<2
FCS						
CO ₂ -Emissions	1,000 t CO ₂	1	2.70	2.60	3.30	3.15
direct CO ₂ -emissions	1,000 t CO ₂	1	0.40	0.40	0.50	0.48
indirect CO ₂ -emissions	1,000 t CO ₂	2	2.30	2.20	2.80	2.67
N*ICE						
CO ₂ -Emissions	1,000 t CO ₂	1	0.90	1.50	1.30	1.60
direct CO ₂ -emissions	1,000 t CO ₂	1	0.60	1.10	1.00	1.21
indirect CO ₂ -emissions	1,000 t CO ₂	2	0.30	0.40	0.30	0.39
FraGround						
CO ₂ -Emissions	1,000 t CO ₂	1	0.19	0.24	0.23	0.20
direct CO ₂ -emissions	1,000 t CO ₂	1	0.02	0.03	0.02	0.03
indirect CO ₂ -emissions	1,000 t CO ₂	2	0.17	0.21	0.21	0.17
GCS						
CO ₂ -Emissions	1,000 t CO ₂	1	0.36	0.36	0.39	0.36
direct CO ₂ -emissions	1,000 t CO ₂	1	0.09	0.12	0.17	0.15
indirect CO ₂ -emissions	1,000 t CO ₂	2	0.27	0.24	0.22	0.21

¹ Direct emission in conformity with Scope 1 GHG Protocol Standard: fuels, fuels for combustion plants, here heating oil, natural gas, propane gas.

² Indirect emissions in conformity with Scope 2 GHG Protocol Standard: purchasing of electricity (Fraport Group), district heating, district cooling (Fraport at the Frankfurt site).

³ Only negligible amounts of additional greenhouse gases (such as CH₄, N₂O) are under the influence of Fraport parent company.

GRI 305: Emissions						
GRI 305-3	Unit	Comment	2014	2015	2016	2017
Other indirect (Scope 3) GHG emissions						
Fraport parent company						
Air traffic	1.000 t CO ₂	1, 7	936.5	952.2	936.2	937.8
Employee traffic at Fraport parent company and third parties at Frankfurt Airport	1.000 t CO ₂	2	113.7	112.8	115.0	112.0
Passenger traffic (passengers originated here)	1.000 t CO ₂	3	231.3	201.3	173.2	185.0
Business trips of employees at Fraport parent company	1.000 t CO ₂	4	0.75	0.70	0.81	0.90
Energy consumption of third parties (infrastructure and vehicles)	1.000 t CO ₂	5	186.5	179.5	172.0	156.3
Other relevant greenhouse gas emissions	t CO ₂ equivalent	6	<2	<2	<2	<2

¹ Air traffic up to 914 m (LTO cycle) of all aircraft landing and taking off at Frankfurt Airport, use of APU.

² Travel by employees to and from the workplace.

³ Travel to and from the airport by passengers, travel in private vehicles and public transport.

⁴ Includes car, rail, and air travel.

⁵ Electricity, heat, cooling, fuels.

⁶ According to investigations carried out in 2005, the emissions of other greenhouse gases at the airport were negligible.

⁷ From 2013 calculation without increased reverse thrust (compared with idle) with APU according to ICAO Doc. 9889.

GRI 305: Emissions						
GRI 305-4	Unit	Comment	2014	2015	2016	2017
Climate intensity according to GHG						
Fraport parent company						
Climate intensity of traffic performance	kg CO ₂ per TU	3	2.95	2.68	2.56	2.20
Direct CO ₂ -emissions	kg CO ₂ per TU	1, 3	0.43	0.44	0.45	0.42
Indirect CO ₂ -emissions	kg CO ₂ per TU	2, 3	2.52	2.24	2.11	1.78

¹ Direct emission in conformity with Scope 1 GHG Protocol Standard: fuels, fuels for combustion plants, here heating oil, natural gas, propane gas.

² Indirect emissions in conformity with Scope 2 GHG Protocol Standard: purchasing of electricity, district heating, district cooling.

³ TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

GRI 305: Emissions						
GRI 305-7 NO _x , SO _x and other air pollutants	Unit	Comment	2014	2015	2016	2017
Air traffic at Frankfurt Airport						
1						
NO _x	t	2	2,443	2,513	2,510	2,517
HC	t	2	414	410	387	389
PM10	t	2	23	23	23	23
SO ₂	t	2	165	168	165	164
NO _x	g per TU	2, 3	30.25	30.77	30.67	29.15
HC	g per TU	2, 3	5.13	5.02	4.73	4.50
PM10	g per TU	2, 3	0.28	0.28	0.28	0.27
SO ₂	g per TU	2, 3	2.04	2.06	2.02	1.90
Fraport parent company						
NO _x	t	4	–	–	–	–
Benzene	t	4	–	–	–	–
PM10 (Fine dust <10 µm)	t	4	–	–	–	–

¹ Caused by 110 to 114 different airlines depending on timetable (summer, winter), only indirectly influenced by Fraport.

² Air traffic: emissions in tons per calendar year up to an altitude of 300 meter (taxiing, starting, climb, descent incl. rollout, engine ignition, APU). Up to an altitude of 300 meters the emissions have a regional effect.

³ TU = A traffic unit is equivalent to a passenger with baggage or 100 kg of airfreight or airmail.

⁴ Fraport parent company emits per year approximately 264 t NO_x, 0.4 t benzene and 9.3 t PM10. These data are derived from the zoning plan documents. An annual update is not yet possible because determining the data is very complex. In future, the data are to be calculated on a continuous basis, the necessary processes are currently being prepared.

GRI 306: Wastewater and waste						
GRI 306-1 Total wastewater discharge	Unit	Comment	2014	2015	2016	2017
Frankfurt Airport						
Sewage water	million m ³	1, 2	1.535	1.986	1.820	1.966
Sewage water	Liters per TU	3	19.0	26.3	22.2	22.8

¹ Wastewater from Fraport parent company and more than 500 other companies at Frankfurt Airport. The disposal of sewage water from Frankfurt Airport is carried out by Fraport AG, allocation to individual companies is not possible.

² Wastewater is treated in the fully biological water-treatment plant at the Fraport parent company, as well as at fully biological water-treatment plants in Frankfurt Niederrad and Frankfurt Sindlingen. Since 2013, the separation of the precipitation water contaminated with deicing agents has brought about an increased dependence of the amount of sewage water on the nature of the weather conditions in the relevant winter. The mild winter 2013/14 led to a significant decline in the volume of sewage water.

³ TU = A traffic unit is equivalent to one passenger with baggage or 100 kg of airfreight or airmail.

GRI 306: Wastewater and waste						
GRI 306-2	Unit	Comment	2014	2015	2016	2017
Waste by type and disposal method						
Fraport parent company						
Amount of waste	1,000 t	1, 2	23.41	21.49	19.52	20.36
Amount of waste	kg per TU	3	0.29	0.26	0.24	0.24
Hazardous waste	1,000 t	1, 2	1.59	1.60	1.51	2.19
Non-hazardous waste	1,000 t	1, 2	21.82	19.88	18.00	18.17
Total recoverability	1,000 t	1, 2	20.3	19.15	17.65	18.39
Total disposal	1,000 t	1, 2	2.17	2.34	1.87	1.97
Total recoverability rate	%	1, 2	90.3	89.1	90.4	90.3
Waste from international flights	1,000 t		5.77	5.00	4.51	4.62
FCS						
Amount of waste	1,000 t	1	0.945	0.946	1.303	1.668
Hazardous waste	t	1	0	0	0	0
Non-hazardous waste	1,000 t	1	0.95	0.95	1.30	1.67
Total recoverability	1,000 t	1	0.91	0.91	1.26	1.61
Total disposal	t	1	37.8	39.9	47.6	59.0
Total recoverability rate	%	1	96.0	95.8	96.3	96.5
N*ICE						
Amount of waste	1,000 t	1, 5	0.09	0.13	0.10	0.13
Hazardous waste	1,000 t	1	0	0	0	0
Non-hazardous waste	1,000 t	1, 5	0.09	0.13	0.10	0.13
Total recoverability	1,000 t	1, 4	0.09	0.13	0.10	0.13
Total disposal	1,000 t	1	0	0	0	0
Total recoverability rate	%	1	100	100	100	100
FraGround						
Amount of waste	1,000 t	1		15.31	5.60	4.84
Hazardous waste	1,000 t	1		0	0	0
Non-hazardous waste	1,000 t	1		15.31	5.60	4.84
Total recoverability	1,000 t	1		15.31	5.60	4.84
Total disposal	1,000 t	1		0	0	0
Total recoverability rate	%	1		100	100	100
GCS						
Amount of waste	1,000 t	6				
Hazardous waste	1,000 t	6				
Non-hazardous waste	1,000 t	6				
Total recoverability	1,000 t	6				
Total disposal	1,000 t	6				
Total recoverability rate	%	6				

¹ Without soil and building rubble.

² Including waste from third parties, primarily residual waste out of aircraft (no catering waste) and without soil and building rubble.

³ TU = A traffic unit is equivalent to a passenger with baggage or 100 kg of airfreight or airmail.

⁴ Aircraft deicing agents.

⁵ The total amount is a mixture of water and Type I/Type IV fluids.

⁶ Waste is disposed of through Fraport and forms part of the footprint balance sheet there.

GRI 306: Wastewater and waste						
GRI 306-3 Significant spills	Unit	Comment	2014	2015	2016	2017
Fraport parent company		1				
Total number and volume of significant spills						
Number of spills	Number		649	735	779	762
Volume of spills	m ³		8.52	8.00	8.22	10.37
Frequency of spills	Number per 1,000 aircraft movements		1.38	1.57	1.68	1.60
Effects		2	none	none	none	none

¹ Spills primarily by third parties.

² No environmental hazard because releases are generally on surfaced areas with comprehensive safety installations implemented downstream. Spills on not surfaced areas are very rare exceptions, and are cleared up immediately.

GRI 306: Wastewater and waste						
Groundwater improvement	Unit	Comment	2014	2015	2016	2017
Frankfurt Airport						
Nitrate content at reference measuring station well FB5	mg/l	1	31	29	29	28

¹ Yearly average value.

AOS – Air quality						
	Unit	Comment	2014	2015	2016	2017
Frankfurt Airport		1, 2				
NO ₂	µg/m ³	3	46	46	45	42
SO ₂	µg/m ³	4	2	2	2	2
PM10 (fine dust < 10 µm)	µg/m ³	5	19	18	17	17
Benzene	µg/m ³	6	0.7	0.7	0.7	0.5

¹ Annual average of the measured values at the SOMMI1 Station. These values presented the aggregated result of all emissions from different source groups, i.e. apart from pollutants contributed by the airport they also include emissions from third parties (road traffic, trade and industry, house fires, large-scale background pollution). The proportion of the airport depends on the location, and model calculations indicate that the proportion here is between approx. 10 % and 30 %.

² Limit values/annual average (not applicable at the airport, since no whole-year exposure).

³ NO₂ assessment value according to EU Directive 2008/50/EC, 39. Federal Emission Control Act (BImSchV): 40 µg/m³.

⁴ SO₂ assessment according to Technical Instructions on Air Quality Control (TA Luft) 2002 (otherwise no annual average defined): 50 µg/m³.

⁵ Fine dust, PM10 in accordance with EU Directive 2008/50/EC, 39. Federal Emission Control Act (BImSchV): 40 µg/m³.

⁶ Benzene assessment value in accordance with EU Directive 2008/50/EC, 39. Federal Emission Control Act (BImSchV): 5 mg/m³.

AO6 – Airfield surfaces and aircraft deicing agents						
	Unit	Comment	2014	2015	2016	2017
Fraport parent company						
Airfield surfaces deicing agent: potassium format (fluid – approx. 50% agent). applied on the aircraft movement areas	m ³		1.064	924	766	2.394
Airfield surfaces deicing agent: sodium formate (granulate – approx. 100 % agent)	m ³		88	246	121	457
Road salt (NaCl)	m ³		294	636	286	988
N*ICE						
Deiced aircraft	Number	1	2.541	4.047	4.982	6.480
Aircraft deicing agent: propylene glycol (N*ICE)	m ³ active ingredient		712	1.082	1.108	1.835
Aircraft deicing agents: propylene glycol; per de-iced aircraft (N*ICE)	m ³ substance per aircraft		0.280	0.267	0.222	0.283

¹ Annual values are weather-dependent. the winter in 2013/14 was very mild.

Transport						
	Unit	Comment	2014	2015	2016	2017
Fraport parent company						
Employee traffic						
Travel to and from work by public transport	Share of employees in %	1	33.4	32.1	30.2	31.2
Travel to and from work by carpooling	Share of employees in %	1	15.2	14.5	14.8	13.6
Passenger traffic at Frankfurt Airport (FRA)						
Travel of originating passengers to and from the airport by public transport	Share of passengers in %	1	36.9	35.4	33.8	34.1
therein arrival/departure by ICE (InterCityExpress)	Share of passengers in %	1	16.1	14.5	11.3	11.6

¹ The values are based on a survey.

AO7 – Aircraft noise						
AO7 Number and percentage of people* residing in areas affected by noise	Unit	Comment	2014	2015	2016	2017
Frankfurt Airport						
Number of people residing in the contour Leq, day = 60 dB(A) (criterion provided for in the Act for Protection against Aircraft Noise)	Number	1, 2	3,297	3,000	2,781	2,929
Relative change compared with the previous year	Percent		22	-9	-7	5
Number of people residing in the contour Leq, day = 60 dB(A) (criterion provided for in the Act for Protection against Aircraft Noise)**	Number	1, 2				1,601
Relative change compared with the previous year	Percent					-42
Number of people residing in the contour Leq, day = 55 dB(A) (Criterion similar Act for Protection against Aircraft Noise)	Number	1, 3, 4	101,386	102,958	99,117	96,774
Relative change compared with the previous year	Percent		6	2	-4	-2
Number of people residing in the contour Leq, day = 55 dB(A) (Criterion similar Act for Protection against Aircraft Noise)**	Number	1, 3, 4				73,377
Relative change compared with the previous year	Percent					-26
Number of people residing in the contour of the envelope from NAT, night = 6 x 68 dB(A) and Leq, night = 50 dB(A) (Criterion similar Act for Protection against Aircraft Noise)	Number	1, 5	75,371	72,462	68,571	78,819
Relative change compared with the previous year	Percent		4	-4	-5	15
Number of people residing in the contour of the envelope from NAT, night = 6 x 68 dB(A) and Leq, night = 50 dB(A) (Criterion similar Act for Protection against Aircraft Noise)**	Number	1,5				73,901
Relative change compared with the previous year	Percent					8

* Figures based on DDS (Digital Data Services) population database. The data reference year for all evaluations is 2010. Updating the data reference year to 2010 results in a slightly changed number of residents in the relevant contours in the years up to 2014 compared to previous publications.

** The values were calculated by applying modified approaches for calculating aircraft noise (with resulting reductions) as described under 1.

¹ The aircraft noise contours were calculated on the basis of two national regulations: "Introduction to Calculation of Noise Abatement Areas (AzB)" and "Introduction to data collection on Flight Operations (AzD, 2008)". All scenarios were standardized on the basis of the long-term average operating direction distribution for the ten years 2000 to 2009. The Sigma supplement developed for the projected protection zone calculation in accordance with the Noise Abatement Act and described in AzB and AzD was not applied. From the year 2017, aircraft noise calculation takes account of the fact that new aircraft types – particularly on takeoff – generate significantly lower noise emissions than older aircraft types with similar capacities. The first of these new aircraft types was the Airbus A380, followed by the Boeing B787, A320neo, A350 and other aircraft. From 2017, these new, quieter aircraft types will be removed from the relevant AzB aircraft groups in the data recording system and provided with modified approaches for calculating noise emission during takeoff and landing compared with the "classic" AzB aircraft groups. These changes correspond to those that have been agreed for the relevant aircraft types in the context of the agreements on the "noise upper limit" between the players involved. Starting with the A380 in 2010, the new aircraft types are increasingly being used in Frankfurt. This means that the aircraft noise contours calculated between 2010 and 2016 and the relevant resident numbers determined in this regard were increasingly overestimated.

² The criterion Leq, day = 60 dB(A) is based on the definition of day protection zone 1 in accordance with the Aircraft Noise Abatement Act.

³ The criterion Leq, day = 55 dB(A) is based on the definition of day protection zone 2 in accordance with the Aircraft Noise Abatement Act.

⁴ The data on Leq, day = 55 dB(A) is the total number within this contour, the number specified under Leq, day = 60 dB(A) is therefore a sub-quantity.

⁵ The criterion envelope from NAT, night = 6 x 68 dB(A) and Leq, night = 50 dB(A) is based on the definition of night protection zone according to the Aircraft Noise Abatement Act.

AO7 – Aircraft noise						
	Unit	Comment	2014	2015	2016	2017
Surrounding area of Frankfurt Airport						
Approach		1				
Monitoring station 01 Offenbach Lauterborn, day	Leq(3) in dB(A)	2, 3	58	57	57	58
Monitoring station 01 Offenbach Lauterborn, day*	Leq(3) in dB(A)					56.0
Monitoring station 01 Offenbach Lauterborn, night	Leq(3) in dB(A)	2, 4	51	51	52	52
Monitoring station 01 Offenbach Lauterborn, night*	Leq(3) in dB(A)	2, 4				51.2
Monitoring station 06 Raunheim, day	Leq(3) in dB(A)	2, 3	61	61	61	59
Monitoring station 06 Raunheim, day*	Leq(3) in dB(A)	2, 3				58.8
Monitoring station 06 Raunheim, night	Leq(3) in dB(A)	2, 4	54	54	54	53
Monitoring station 06 Raunheim, night*	Leq(3) in dB(A)	2, 4				52.7
Take off						
Monitoring station 12 Bad Weilbach, day	Leq(3) in dB(A)	2, 3	55	55	55	56
Monitoring station 12 Bad Weilbach, day*	Leq(3) in dB(A)	2, 3				55.1
Monitoring station 12 Bad Weilbach, night	Leq(3) in dB(A)	2, 4	49	47	48	48
Monitoring station 12 Bad Weilbach, night*	Leq(3) in dB(A)	2, 4				47.1
Monitoring station 51 Worfelden, day	Leq(3) in dB(A)	2, 3	58	57	57	57
Monitoring station 51 Worfelden, day*	Leq(3) in dB(A)	2, 3				56.3
Monitoring station 51 Worfelden, night	Leq(3) in dB(A)	2, 4	54	52	53	53
Monitoring station 51 Worfelden, night*	Leq(3) in dB(A)	2, 4				52.2
Frequency of the exceedance of the maximum level of 68 dB(A) per night		1, 4				
Monitoring station 01 Offenbach Lauterborn	Number of exceedance cases	5	15.1	14.1	16.3	17.4
Monitoring station 06 Raunheim	Number of exceedance cases	5	10	9.6	8.5	8.3
Monitoring station 12 Bad Weilbach	Number of exceedance cases	5	6.4	4.7	5.3	5.2
Monitoring station 51 Worfelden	Number of exceedance cases	5	18.4	14.8	15.6	17.2
Share of western operations day	Share in %	3, 6, 7	65.9	67.3	66.9	78.7
Share of western operations night	Share in %	4, 6, 7	69.6	69.6	68.4	76.2

* new conformity with DIN 45643:2011

¹ Selected representative noise-monitoring station from a monitoring network with 28 static stations.

² Energy equivalent continuous sound level [Leq(3) in dB(A)] based on the German Aircraft Noise Act in conformity with DIN 45643. Leq(3) is calculated during the six busiest months from May until October in the years 2009, 2010 und 2012 based on the German Aircraft Noise Act, segmented in day and night. Exception was the year 2011, with the six busiest months of March, May, July and October. Changes to the monitoring stations on the approach and takeoff routes of the parallel runway system are mainly based on the fluctuations in the distribution of operations (easterly/westerly) from year to year caused by different weather conditions or wind directions. The website www.fraport.de provides detailed information.

³ Daytime: 06:00 to 22:00.

⁴ Nighttime: 22:00 to 06:00.

⁵ During the six busiest months (2014, 2015, 2016, 2017: May until October).

⁶ From the parallel runway system with takeoff toward the west, approach from the east.

⁷ Share of easterly operations: difference from share of westerly operations in % to 100%.

Health and safety of the customers						
AO9 Total number of wildlife strikes per 10,000 movements	Unit	Comment	2014	2015	2016	2017
Frankfurt Airport (bird strikes)	Number per 10,000 aircraft movements	1, 2	2.96	2.61	4.86	
Frankfurt Airport (wildlife strikes)	Number per 10,000 aircraft movement					5.59

¹ In order to comply with the new reporting system that came into force with the introduction of EU Directive no. 376/2014, the Statistics Section in the German Committee for Prevention of Bird Strikes in Air Traffic (DAVVL) was restructured in 2017 and the content was amended. The bird strike rates from 2016 will therefore not be comparable with the bird strike rates from previous years.

² The significant increase in bird-strike figures corresponds to the prevailing trend throughout Germany. It should not be assumed that the number of bird strikes has increased but rather the number of notifications. This is because pursuant to the EU Directive VO 376/2014 and DVO (EU) 2015/1080 Appendix IV all airport operators, ground handling services and pilots throughout Europe have had a uniform obligation to report security-relevant incidents (in this case bird strikes) since November 2015.

Compliance with statutory regulations

There are no breaches of statutory regulations which have been subject to fines or non-monetary sanctions imposed by the authorities, and no proceedings in relation to such breaches are pending.

Status of the Environmental Program

2017 to 2020

The Environmental Program for 2017 describes the most important goals and measures that the Fraport parent company and the N*ICE, FCS, FraGround, GCS and Energy Air subsidiaries have defined for Frankfurt Airport up until 2020 and beyond for the issues of noise abatement, climate protection, intermodality, air quality, nature conservation and protection of resources.

The measures of the Fraport parent company are not particularly marked.

Key for status:

	Measure fulfilled >90% to 100% or established as a continuous process
	Measure continues to apply in the Environmental Program 2017 and/or measure partly fulfilled
	Measure could not be implemented

The measures of Fraport Cargo Services GmbH are marked with FCS, those of N*ICE Aircraft Services & Support GmbH are marked with N*ICE, those of Energy Air GmbH are marked with Energy Air, those of FraGround Fraport Ground Services GmbH are marked with FraGround und those of GCS Gesellschaft für Cleaning Service mbH & Co. Airport Frankfurt/Main KG are marked with GCS.

The environmental program of the Fraport parent company is shown in abbreviated form in the sustainability program.

Noise abatement

Target	Measure	Deadline	Status June 2018
Achieving a lower number of people impacted by aircraft noise than specified in the expansion plan with 701,000 aircraft movements (night protection zone = 183,026 residents, day protection zone 1 = 28,980 residents)*	Further development of noise-related airport charges with incentives for fleet renewal	2020	The proportion of noise-related takeoff and landing fees as a share of the total volume of airport fees has continued to rise.
	Continuation of the dialog with stakeholders from the region in the "Airport and Region Forum" on development of further measures	Unlimited	A new program of measures for active noise abatement was published by the "Airport and Region Forum" in January 2018. It addresses 17 measures distributed across three pillars. Pillar I comprises seven measures to be implemented over the short-term and medium-term; pillar II describes six long-term measures that require more detailed research; and pillar III has four measures that are directed toward improving the political and legal framework conditions for proactively improving noise abatement. Additional information: https://www.forum-flughafen-region.de/presse/neues-massnahmenprogramm-aktiver-schallschutz/
* In November 2017, the Hesse State Government reached an agreement on a voluntary upper limit for noise at Frankfurt Airport with Fraport, the airlines, the German Bureau for Air Traffic Control (DFS) and the "Airport and Region Forum". The corresponding area-based target replaces the previous population-related target (see Environmental Statement 2017, p. 56).			

Climate protection

Target	Measure	Deadline		Status June 2018
Reduction of absolute CO₂ emissions by 65 percent to 80,000 tons by 2030 (Fraport parent company, Scopes 1 and 2 GHG Protocol, baseline year 1990). Reduction of specific CO₂ emissions by 84 percent, to 0.9 kg/traffic unit by 2030 (Fraport parent company, Scopes 1 and 2 GHG Protocol, baseline year 1990).	Energy optimization in portfolio buildings operated by the Fraport parent company – In the terminals – In office and service buildings.	2030		Measures carried out at the terminal: upgrading ventilation control centers, optimizing air throughputs, switching off pumps and lighting controls. Potential achieved: approx. 17,400 t CO₂/year. Measures carried out in service and administrative buildings: optimization of hydraulics and controls for controlling circuits, optimization of air-conditioning systems, regulation of air-control system based on weather forecasts. Potential achieved: 2,550 t CO₂/year.
	Planning and construction-integrated implementation of an energy-optimized new terminal (T3).	Construction integrated implementation		Measures in phase of implementation: planned technical systems have been optimized by complex building simulations and will provide sustainable operation of the new terminal building by means of a building envelope with a high level of thermal insulation, needsbased sun protection, optimized daylight use, free cooling, highly efficient heat recovery, efficient energy distribution, comprehensive use of LEDs, utilization of the building's own dissipated heat, etc.
	Implementation of measures to achieve energy savings in the baggage conveyor system.	2020		Implemented measures: reduction of drive power in "early bag-gage" stores, distributors, feeders, modification of the controls for improved shutdown of the baggage conveyor system during off-peak periods, and reduction of gliding friction by replacing belts at heighteners. Potential achieved: 1,500 t CO ₂ /year.
	Expansion of the electric vehicle fleet (focus on ground handling services),	2020		From 2012 to 2017, a total of 50 electric vehicles were procured in ground handling services. These vehicles include electric and hybrid handling equipment, and electric vehicles and electric minibuses. Potential achieved by the end of 2017: 240 t CO ₂ . A funded project for two electric buses was launched in 2018.
Reduction of energy consumption (N*ICE)	Launch of a standby mode for dedicated onboard planning IT relating to aircraft de-icing vehicles so that the engine can be switched off during waiting times	2018		The roll-out took place in summer 2017.
	Strategic instruction for users of the N*ICE administrative building to encourage effective handling and use of electrically powered equipment	2020		The implementation will take place in the course of annual training instruction while taking into account continuously collected data on the topic.
	Optimization of energy consumption at the de-icing agent tank facilities	2020		In the course of a system expansion, the topic will be closely tracked.
Reduction of air pollutant emissions and CO ₂ emissions in the vehicle fleet. (FCS)	Conversion of up to three forklift trucks to gas-operated forklifts	2020		Information is currently being collected and evaluated with various manufacturers.
	Analysis of the opportunities for using alternative drives (electric, gas, fuel-cell technology) also in other types of vehicle	2020		Information is currently being collected and evaluated with various manufacturers.
Keeping the emission factor 15 percent below the national average (Energy Air)	Control of the purchasing portfolio of electricity, and – if required – optimization.	Continuous		Since 2015, continuous improvement to the current level of 27.0 percent.
	Raising the rate of purchased renewable electricity from 24.1 percent to 30 percent, if economically viable.	2020		The purchase and promotion of regenerative electricity continues to be pursued. The share is currently 47.9 percent.
Reduction of electricity consumption at the head office by 14,000 kWh each year (FraGround)	Replacing old client PCs with a new generation of client PCs.	2018		The exchange is currently being carried out, the process is likely to be completed at the end of the 1st quarter of 2019.

Climate protection (continuation)

Target	Measure	Deadline		Status June 2018
Reduction of direct CO ₂ emissions of 152,946 kg of CO ₂ in the year 2017, by 7,647 t CO ₂ (5 %) to 145,298 kg CO ₂ in 2019. (GCS)	Training sessions for resource-saving driving styles and the targeted substitution of discontinued vehicles with a better CO ₂ footprint.	2019		New
Reduction of indirect CO ₂ emissions (arising from electricity consumption). (GCS)	Procurement of regenerative electricity (green electricity).	2018		New
* TU: one passenger with baggage or 100 kg of airfreight or air mail				

Traffic

Target	Measure	Deadline		Status June 2018
Improvement in intermodal services for passengers.	"Control Center" project with HOLM, TU Dresden, German Rail (Deutsche Bahn), the RMV public transportation network (Rhein-Main-Verkehrsverbund) and Fraport.	2018		The prototype of a central information platform for coordinating flight and rail schedules is available. The project is continued in a modified form with focus on more intensive data exchange between DB, LH and Fraport, in order to provide travelers with information about the optimum travel chain.
	Partnership in the EU sponsored project "DORA" (door to door passenger information).	2018		Project delay as a result of the insolvency of Air Berlin, which was part of the project. The presentation of results was planned for late 2018.
Improvement in the conditions for cycling in the area of the airport.	Improving signage for cycle paths, establishing bicycle pools for employees and setting up modern cycle parking facilities.	2020		The improvement in cycle-path signage is underway. Cycle pools have been established at two locations. The establishment of Pedelec Boxes at two locations has been commissioned. The design of a prototype for a mobile and modular mobility station for cycle commuters has been commissioned.

Air quality

Target	Measure	Deadline		Status June 2018
Reduction of emissions and air pollutants from the operation of the airport.	Introduction of electric ground-handling vehicles (see also under climate protection: use of alternative-drive technologies).	2020		See under climate protection: use of alternative drive technologies.

Nature conservation and resource protection

Target	Measure	Deadline		Status June 2018
Reduction of the consumption of drinking water by increasing the use of service water in the southern zone* to 50 %.	Connecting new buildings to the service water network.	2020		The share of service water in total water consumption in the buildings of Cargo City South is currently 38 %.
Reduction in the use of de-icing agents. (N*ICE)	Expanding simulator training for aircraft de-icing personnel.	2018		After the setup of the simulator landscape has been completed, the training in preparation for the winter season 2018/19 will be launched.
Reduction in the volume of copy paper used by 5% – 10% compared with 2016 (5065 kg). (FraGround)	Introduction of web-based monthly accounting.	2017		No launch in 2017 as a result of additional requirements for the program. First test phase in the 4th quarter of 2018. Monthly accounting is likely to start in the first half of 2019. Service plans come after that.
Reduction of the consumption of paper by 7 % to 1.3 kg/K€ cost of materials for raw materials, consumables and office supplies (baseline year 2016). (GCS)	Removing desktop printers from offices and setting up a central printing station. Reduction of forms and paper documentation by digitalization of processes in the operational area.	2018		The measure for removing desktop printers from offices still has to be rolled out. Several orders are documented electronically, including for the repair and cleaning of wheelchairs by FraCares or the setup and dismantling of tensabarrier lining for different airline companies, as well as regarding complaints from “third-party customers” and special orders. Paper consumption was reduced beyond the defined target to 1.14 kg/K€ material expenses.
Reduction of the consumption of cleaning agents by 10 % to 10.7 kg per 100,000 m² cleaned (baseline year 2016). (GCS)	Substitution of hazardous cleaning materials with the use of vacuum pumps and coils to deal with blockages. Use of dosing caps. Systematically raising the awareness of employees. Provision of training documents on the cleaning cart.	2017		The target was achieved entirely. GCS was able to reduce the consumption of hazardous cleaning agents from 11.9 kg per 100,000 m² cleaned to 6.5 kg per 100,000 m² cleaned. The target was achieved, among other things, thanks to the commitment of executives, training sessions on handling resources and the right measuring levels with dosing caps, and an illustrated training document with fundamentals for environmentally-friendly handling of resources, which is provided to each employee for their work. For the year 2019, GCS expects improved use of resources because of further projects for optimizing the setup of cleaning carts.

* This refers to the area at the south of Runway 07R/25L. CargoCity South, the Development Area South for projects including the future Terminal 3, and maintenance facilities, for example Lufthansa, are located here.

Environmental Auditor's Declaration on Verification and Validation Activities

The Institut für Umwelttechnik Dr. Kühnemann und Partner GmbH
with registration number

DE-V-0133,

represented by Dr. Burckhard Kühnemann with registration number
and Ulrich Schmidt with registration number

DE-V-0103
DE-V-0366,

accredited or licensed for the scope

NACE 52.23,

declares to have verified whether the site or the whole organization as indicated in the updated
environmental statement of the
organization
with registration number

Fraport AG
DE-125-00032

meets all requirements of Regulation (EC) No 1221/2009 of the European Parliament and of the
Council of 25 November 2009 on the voluntary participation by organizations in a Community
eco-management and audit scheme (EMAS), modified by amendment regulation (EU) 2017/1505
dated 28 August 2017.

By signing this declaration, I declare that:

- the verification and validation has been carried out in full compliance with the requirements of Regulation (EC) No 1221/2009,
- the outcome of the verification and validation confirms that there is no evidence of non-compliance with applicable legal requirements relating to the environment,
- the data and information of the updated environmental statement of the organization reflect a reliable, credible and correct image of all the site's activities, within the scope mentioned in the environmental statement.

This document is not equivalent to EMAS registration. EMAS registration can only be granted by a Competent Body under Regulation (EC) No 1221/2009. This document shall not be used as a stand-alone piece of public communication.

Carried out at Frankfurt on October 02, 2018



Dr. Kühnemann Institut
und Partner für
Umwelt

Business address: Prinzenstraße 10a, 30159 Hannover, Germany
Registration number: DE-V-0133

Schedule

The next Environmental Statement, scheduled for July 2019, will be subject to validation by an environmental auditor before being released for publication.

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Fraport AG Frankfurt Airport Services Worldwide
Corporate Development, Environment and Sustainability
60547 Frankfurt am Main, Germany
Telephone: +49 180 6 3724636* or 0800 2345679 Fraport Infofon**
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Contact

Umweltmanagement@fraport.de

Dr. Wolfgang Scholze
Vice President Environment Fraport AG
Telephone: +49 69 690-29209
Telefax: +49 69 690-49529209
Email: w.scholze@fraport.de

Dr. Patrick Neumann-Opitz
Environmental Management Coordinator Fraport AG
Telephone: +49 69 690-78783
Email: p.neumann-opitz@fraport.de

Klaus Döring
Environmental Management Coordinator Frankfurt Cargo Services GmbH
CargoCity South, Building 532
D-60549 Frankfurt am Main
Telephone: +49 69 690-29451
Email: kdoering@fcs.wfs.aero

Stephan Röhrig
Environmental Management Coordinator N*ICE Aircraft Services & Support GmbH
CargoCity South, Building 640
D-60549 Frankfurt am Main
Telephone: +49 69 690-73193
Email: s.roehrig@nice-services.aero

Hans-Joachim Mayer
Energy and Environmental Management Coordinator Energy Air GmbH
D-60547 Frankfurt am Main
Telephone: +49 69 690-78782
Telefax: +49 69 690 495-78782
Email: hj.mayer@fraport.de

Heinrich Gust
Environmental Management Coordinator FraGround Fraport Ground Services GmbH
CargoCity North
D-60549 Frankfurt am Main
Telephone: +49 69 690 23645
Telefax: +49 69 690 59654
Email: Heinrich.Gust@Fraground.de

Stefan Stoppel
Vice President Quality Management GCS Gesellschaft für Cleaning Service mbH & Co. Airport Frankfurt/Main KG
D-60547 Frankfurt am Main
Telephone: +49 69 690 30505
Email: s.stoppel@gcs-cleaning.de

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* 20 cents per call from a German landline, regardless of the duration of the call, max. 60 cents from mobile network

** for questions regarding aircraft noise and airport expansion, toll-free number within Germany

Fraport AG
Frankfurt Airport Services Worldwide
Corporate Development, Environment and Sustainability
60547 Frankfurt am Main

www.fraport.com

