

Environmental Report 2007

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Environmental status

Oslo Airport Gardermoen (OSL) is Norway's largest and most important traffic hub and also one of the country's biggest employers. OSL has a policy of taking a serious approach to the environment. As a main airport operator OSL holds a substantial social responsibility and works continuously to meet expectations and demands. The Environmental Department at OSL is also inspired and challenged by providing its services to Avinor's other airports.

New and exciting for OSL in 2007 was the Greenhouse Gas Project, which intended to inventory and reduce OSL's carbon footprint. A carbon inventory was prepared for 2006 and 2007 in accordance with The Greenhouse Gas Protocol and the ISO 14064 series. Det Norske Veritas (DNV) was asked to certify the methodology. OSL accounts for annual greenhouse gas emissions of approx. 5,500 tons of CO₂ equivalents. OSL will set targets for reducing emissions from its own operations, and contributes to the Kyoto protocol's Clean Development Mechanism (CDM) by investing in two projects concerning wind power and biomass district heating in India.

In fall of 2007 OSL established a new dedicated web service for neighbors, providing information and contact opportunities regarding environmental issues. Recent years have demonstrated an increase in traffic volumes, and 2007 was a record year both in terms of aircraft movements and passengers. The noise impact from an increasing number of aircraft movements is noticeable. A trend from previous years of decreasing aircraft noise levels around the airport has thus reversed, showing an increase over the past two years.

No breaches of the groundwater discharge permit were recorded in the 2006–07 deicing season, though one breach was recorded regarding river systems. The collection rate for aircraft deicing chemicals this season was 81%. OSL has been given permission slightly lower the water table west of the western runway. Three registered oil contamination locations dating back to before the opening of the main airport in 1998 are being regularly monitored, along with three deicing chemical contamination locations arisen since. Extensive surveying and monitoring following an oil leakage in 2004 has shown that this incident did not affect the groundwater. Discharged oil-containing water from the fire drill field exceeded the maximum permissible concentration in some samples. In 2007 OSL conducted tightness testing on 8.3 km of pipeline networks for surface water containing chemicals, without detecting any leakage.

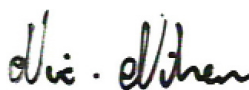
OSL continued its long-standing energy efficiency efforts in 2007. Activities included a trial set-up for upgrading light sources. Thus far a potential annual reduction of 150 MWh in the piers has been demonstrated. One positive result of this is a reduced need for cooling. The consumption of electrical energy has increased in recent years, mainly due to greater facility utilization.

There has been a pronounced increase in the amount of waste generated by the entire airport in recent years, totaling 8,644 tons in 2007. This increase is due to both increased passenger traffic and major construction activity. The source separation rate has dropped to 51.6%, which continues a steadily falling trend from 57.0% in the peak year 2003. Significant waste volumes are generated in the terminal as a result of stricter security regulations. In 2007 a new collection hub was set up in the terminal's goods delivery area, with a large capacity designed to deal with future demands on waste collection.

Air quality at the airport is affected by many factors, such as local and regional emissions and long-range pollution. A mobile monitoring system that continuously monitors particulate matter (PM₁₀) and nitrogen oxides (NO_x) is currently located near the south end of the western runway. In 2007 limit values for particulate matter and nitrogen oxides were not exceeded. Errors and omissions are, however, expected due to technical problems with the instruments. Compliance is still assumed, as limit values may be exceeded 35 and 18 times per year for particulate matter and nitrogen oxides respectively.

Ensuring a good working environment and a high degree of job satisfaction is important at OSL. In 2007, absence due to illness was stable at 5.5%. Five personal injuries involving absence due to illness were recorded among our employees. Training is an important preventive action. 4,048 people completed OSL's interactive HSE course in 2007. November saw another successful annual Working Environment Day, with main agenda items being notification, diet and follow-up of absence due to illness.

Gardermoen, April 2008



Nic. Nilsen
Managing director

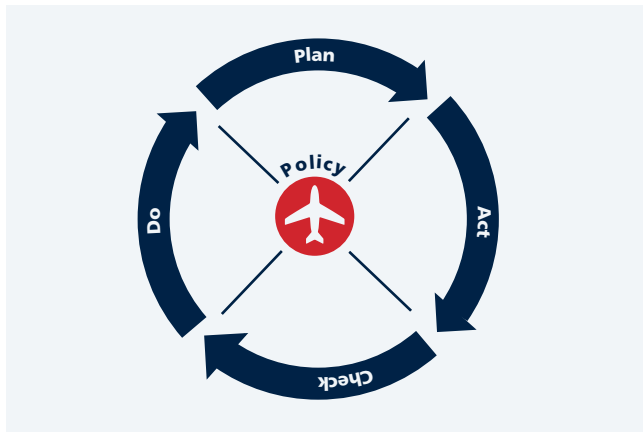
Environmental management

ENVIRONMENTAL POLICY AND GOALS

OSL's policy is to take the environment seriously. We work actively to ensure that the airport is operated in a manner that minimizes any adverse environmental impact. This means that noise emissions should be predictable, as few people as possible should be subjected to noise nuisance, and that the groundwater and river systems should not be permanently degraded. Furthermore, the consumption of energy is to be cut through energy conservation measures, air pollution is to be limited, and the waste management scheme shall incite increased reuse, recycling and waste minimization. In addition, each workplace should be organized to safeguard health, safety and the working environment.

These commitments demand much as well as provide us with a framework for the airport's operations. With this as a foundation, OSL sets annual objectives for its environmental work at the airport. For 2007 we set the following goals:

- Non-compliances shall be addressed within deadline.
- No incidents that require reporting to the Norwegian Pollution Control Authority.
- OSL shall account for and reduce its effect on climate change.
- Aim to optimize air space capacity and environmental impacts



MANAGING ENVIRONMENTAL WORK

Environmental management is an integrated part of OSL's management system, which is based on the relevant requirements of the international ISO 9001 and 14001 standards. OSL employs environmental management systematically both internally and towards other parties at the airport.

Environmental management includes having an overview of the company's environmental impact and the environmental regulations. These constitute the environmental framework for the airport's operations. Particularly important are the discharge permit for handling runoff water, wastewater and groundwater issued by the Norwegian Pollution Control Authority and the regulations for approach and takeoff paths issued by the Civil Aviation Authority. Both involve strict guidelines for airport operations.

OSL has identified its significant environmental impacts and prioritizes its efforts in the following environmental areas: noise, water and soil, energy, waste and air quality. Operating routines and monitoring have been implemented accordingly to govern airport operations within the regulatory framework. Furthermore, environmental requirements are included in all contracts with parties operating within the airport.

Risk assessments are important in environmental management and are used to prevent or mitigate unwanted incidents. Risk assessments are conducted regularly in a number of fields to provide an overview of activities that could cause acute pollution with the risk of health hazards or environmental damage at the airport.

OSL has established non-compliance procedures regarding the environmental framework, and audits are performed both by OSL, third parties and the authorities. Furthermore, OSL carries out inspections to ensure regulatory compliance by other parties. Infringements are consecutively reported to the authorities. Audits and monitoring results form a basis for the annual environmental report.

Aircraft noise

AIRCRAFT NOISE IN BRIEF

Aircraft noise affects the community areas around the airport. OSL's goal is for aircraft noise to be predictable for the neighbors. OSL runs a noise and track monitoring system (NTMS) that records all air aircraft movements and measures noise continuously at eight fixed and three mobile points. The data is assessed continuously against current regulations related to approaches and takeoffs. NTMS reports with traffic and noise data are submitted monthly to the Civil Aviation Authority. The reports are also available at www.osl.no/sto.htm.

On October 1. 2007, OSL launched a new web page for its neighbors: www.osl.no/nabo.htm. Here, neighbors and other inter-ested parties can find information on regulations relating to approaches and take-offs, as well as contact OSL regarding aircraft noise or other issues.

OSL also has an airport noise helpline, (+47) 64 81 26 30. The ambition is for this to be manned during office hours, though there is a 24-hour message service. A monthly summary of aircraft noise complaints (whether they are registered through the web page, the airport noise helpline or by post) is reported to the Civil Aviation Authority.

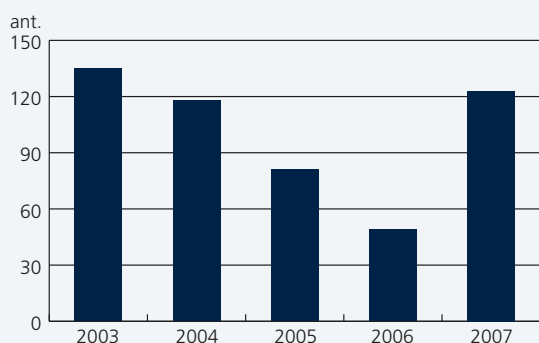
AIRCRAFT NOISE STATUS 2007

Traffic volumes have increased since 2002. In 2007, the number of aircraft movements surpassed the previous record year of 1999.

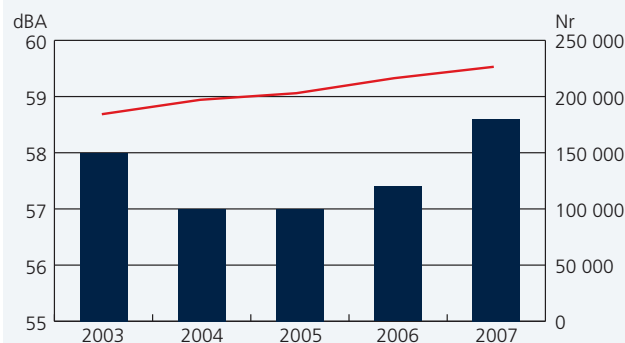
By computing daily mean noise values (EFN; equivalent aircraft noise level) over the year at the fixed measurement points outside the airport area, it is possible to quantify noise impact to the surrounding areas. The graph to the right show changes in noise impact in recent years compared with the development in traffic volumes.

The graph on the left shows the number of possible breaches of regulations related to approaches and take-offs. A decision on new regulations is expected from the Ministry of Transport and Communications in 2008.

Breeches of noise/opening hours requirements



Noise impact



Water and soil

WATER AND SOIL IN BRIEF

Oslo Airport Gardermoen is partially located on top of the Romerike aquifer. About half the eastern runway covers part of the aquifer that is a potential future source of drinking water. Southwest of the airport is a landscape preservation area, while to the northeast is a nature preservation area. The area southwest of the airport is a characteristic ravine landscape, in which the rivers Sogna and Vikka run.

Surface water is generally handled locally at the airport. In the event of large runoffs, especially during snow melts, some flow into the Sogna will occur. Along the western runway and the railway line the natural water table has been lowered to protect the infrastructure. Excess groundwater is either released into the Sogna or re-infiltrated. Water runoff and some of the collected deicing chemicals (glycol and formate) is processed in the Gardermoen treatment plant, while the most concentrated glycol is recycled. The remainder of deicing chemicals degrades locally along the runway systems.

WATER AND SOIL STATUS 2007

No breaches of the discharge permits for groundwater were recorded during the 2006-07 deicing season.

Monitoring and treatment continues at three locations with hydrocarbon contaminated soil that date back to before the main airport was established, as well as at three more recent locations contaminated with deicing chemicals. Measures that may speed up the groundwater restoration process are under consideration.

One discharge permit breach related to the river systems was recorded. The sample taken March 7 in the Sogna measurement station demonstrated a level of 3.5 mg/l propylene glycol.

OSL was issued permission to slightly lower the water table west of the western runway.

The collection rate for aircraft deicing chemicals during the 2006-2007 season was 81%.

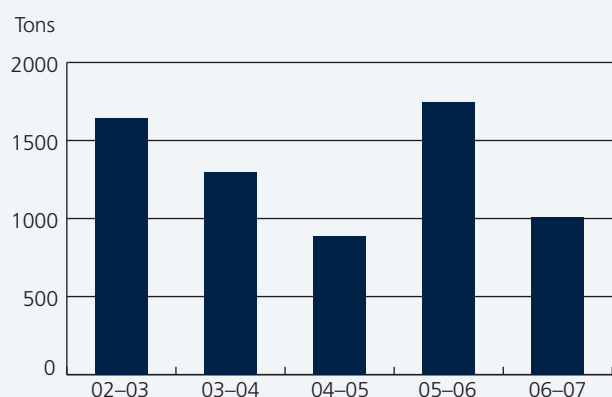
In spring of 2004, a major oil leak from an attachment to a waste oil tank at the sweeper hall was discovered. Extensive surveying and monitoring show that this incident has not affected the groundwater.

Surface water at the fire drill area is collected and piped via an oil separator to the municipal sewer system. This water contains traces of jet fuel from fire drills. The limit value for discharged oil-containing water to the municipal sewer system was exceeded in some samples. Efforts to improve the situation are in progress. In autumn of 2007, OSL discovered PFOS in the discharged water from the fire drill area. Although OSL was not in breach of regulatory requirements, an investigation was launched to trace the source of this contamination in order to reduce the PFOS discharge.

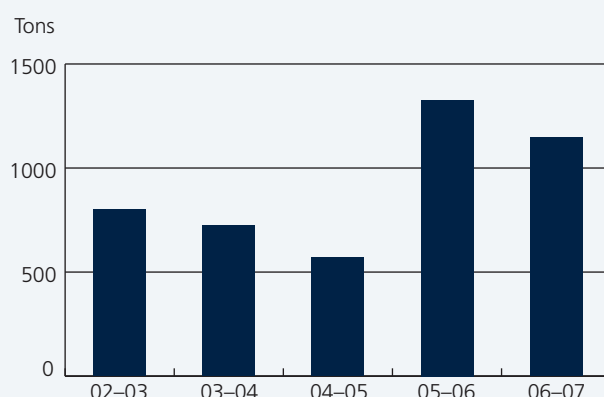
Tightness testing was carried out on a total of 8.3 km of pipe network for water runoff containing chemicals. No signs of leakage into the ground were detected.

The greatest challenges in the field of water and soil are related to handling water runoff and surface water from the new terminal as well as the new aircraft parking positions and taxiways. Focus is also on assessing the long-term effects of deicing chemicals applied to runways and taxiways.

Consumption of aircraft deicing fluid



Consumption of runway deicing fluid



Energy

ENERGY IN BRIEF

OSL purchases most of its electricity through Bergen Energi AS, broker in Nord Pool (the Nordic Power Exchange). Through its high voltage network, OSL supplies electricity to its tenants, the Police, the Flyporten Business Center, the Terminal, the Railway Station and OSL's own operations buildings and installations. In the key figures this is denoted as electricity-specific installations, and includes all consumers connected to the high voltage network, along with all other OSL meters.

OSL's Energy Central also generates heating and cooling energy based on both electricity, oil and energy regained from ground-water. The energy is distributed via a district heating and cooling network to OSL's tenants, the Police, the Flyporten Business Center, the Terminal, the Railway Station, the SAS operations building, Radisson SAS, and OSL's own operations buildings.

In addition, OSL purchases district heating energy from Hafslund Fjernvarme AS (HFAS), formerly Fjernvarme Øst AS (FØAS), which uses biofuel and oil in its production. HFAS installed another biofuel boiler in 2005, whereupon OSL signed an additional agreement for increased deliveries of district heating energy. District heating energy from HFAS is part of OSL's heating and cooling energy system. In the key figures, heating and cooling energy generation is denoted as thermal energy.

Utilization of OSL's buildings has increased significantly in recent years, leading to an increase in energy consumption. A number of measures have been taken in order to curb this.

ENERGY STATUS 2007

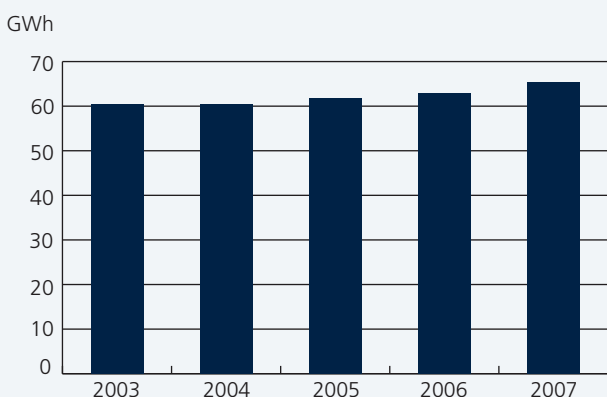
OSL continued working on energy efficiency measures. This included a 4th quarter trial set-up for potentially upgrading light fittings to long-life light sources. So far results show potential annual savings of 150 MWh in the piers. A positive side effect is a reduced demand for cooling energy.

Total electricity consumption at OSL was 1.0 GWh greater in 2007 than in 2002. This increase in electricity consumption as compared to 2002 was related to runway facilities. In the last 5 years there has been an increase in electricity consumption in the Terminal, the eastern operating area and external facilities up to the 2002 level, which until 2007 was an historic peak level. These increases are thought to be the result of greater facility utilization.

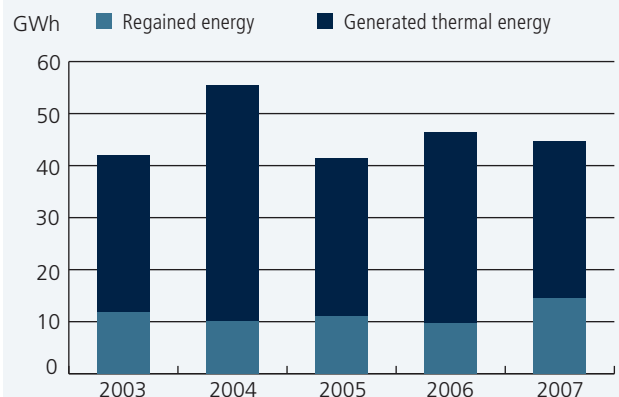
Consumption of heating and cooling energy in 2007 was somewhat lower than in previous years. The number of degree days was 11% below the norm at Gardermoen (1972–2000), indicating a lower demand for thermal energy in 2007 than in an average year. Regained energy (the difference between generated and consumed heating and cooling energy) increased somewhat compared to 2006. The amount of regained energy varies according to summer weather conditions and the capacity to transfer energy from the thermal well areas.

In 2007, electrical energy was used for thermal heat production only at the beginning of the year.

Consumption of electrical energy



Consumption of heat and cooling energy



Waste

WASTE IN BRIEF

The largest waste generators at the airport are airlines, handling, catering and cargo companies, tenants, passengers in the terminal and OSL. All companies are part of a joint waste management scheme in which all waste is handled by a (single) waste disposal company. Waste is source separated and brought to established return points where it's collected by the waste disposal company. The waste management scheme is flexible in that waste fractions, container sizes and collection rates are adapted to meet demands. The dominating waste fractions generated in the terminal and apron areas are transported by a waste suction system to the Waste Central for collection by the waste disposal company. The Administration building and the Flyporten Business Center are also connected to this system. The waste disposal company weighs in the waste and delivers it to certified waste processing facilities. The waste disposal company provides monthly statistics on separation rates and tonnages for all return points.

WASTE STATUS 2007

OSL is responsible for organizing the waste management scheme at the airport and is a driving force for the airport as a whole to achieve a high waste management performance. Thus, this report includes the waste management statistics for the entire airport, OSL included.

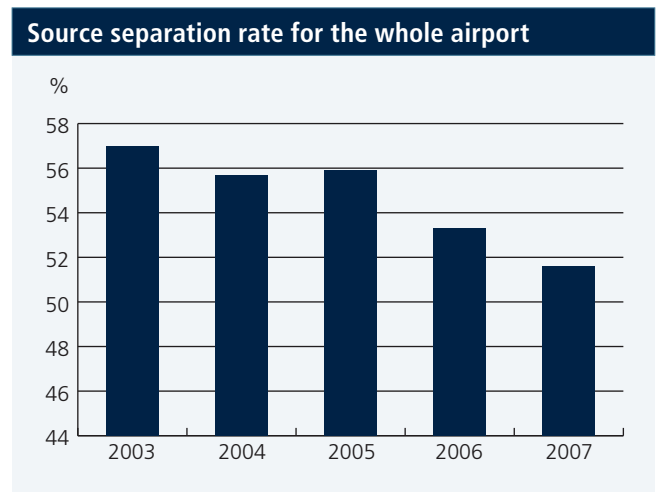
Waste amounts for the entire airport in 2007 totaled 8,644 tons (including hazardous waste). This was an increase of 1,426 tons from the previous year. Hazardous waste amounted to 166 tons, which was slightly less than in 2006. Combined, separated waste totaled 4,459 tons whereas mixed waste totaled 4,185 tons. As such, the overall source separation rate dropped 2,3% to 51.6% in 2007, continuing a falling trend since the peak year 2003.

For areas connected to the waste suction system, the return points in the terminal and OSL's operating areas, the combined source separation rate was 36.3%, a 2% reduction from 2006. The amount of waste from these areas (5,031 tons) accounted for more than half (58.2%) of the total amount for the entire airport.

Overall there was a significant increase in generated amounts of waste in 2007. This was due to both increasing passenger numbers and substantial building activities. A considerable amount of waste has also been generated at the Terminal security checkpoints due to stricter security regulations introduced late 2006.

The waste management scheme is designed to reward successful source separation both for the waste disposal company and the waste generating parties. Moreover, all companies are offered participation in the "Green Responsibility" scheme where one can keep up to date on manuals, regulations, individual waste management statistics etc on-line. Hereby, each company is provided a good overview of its waste management performance, in turn improving the overall airport performance.

2007 saw a new return point set up in the Terminal merchandise delivery area. This return point has ample capacity for meeting future waste management demands in the terminal. Its facilities were designed to readily accommodate effective source separation. A new return point was also set up for source separation of aircraft waste by handling companies.



Air quality

AIR QUALITY IN BRIEF

Air quality in and around the airport area is affected by local and regional emissions as well as long-range pollution. Locally, emissions from airport operations have the greatest impact on air quality, and aircraft and vehicle emissions constitute the largest contributions. Several other factors may also impact air quality, such as road traffic, industrial emissions, and emissions from domestic oil furnaces or wood stove heating.

OSL manages two government permits that regulate emissions to air from the fire drill area and the Energy Central. These permits apply in addition to the air quality requirements of the Pollution Control Act. A mobile air quality monitoring system that continuously monitors particulate matter (PM10) and nitrogen oxides (NOx) is currently located near the south end of the western runway. Annual air quality reports are available in Norwegian at www.osl.no/luft.htm.

AIR QUALITY STATUS 2007

The monitoring system continuously measures the density of particulate matter (PM10) and the concentration of nitrogen oxides (NOx). These values are grouped with meteorological data such as temperature, wind speed, wind direction and barometric pressure.

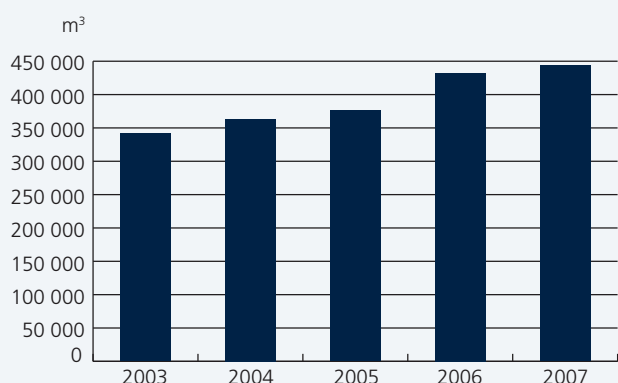
The daily mean limit value for particulate matter is 50 µg/m³, while the hourly mean limit value for nitrogen dioxide (NO₂) is 200 µg/m³. These limit values may not be exceeded more than 35 or 18 times per year, according to the Pollution Control Regulations chapter 7 on local air quality.

The government established national targets for local air quality in 1998; 150 µg/m³ for NO₂ (hourly mean value) and 50 µg/m³ for PM10 (daily mean value) whereas the Norwegian Pollution Control Authority's recommended air quality criteria are 100 µg/m³ for NO₂ and 35 µg/m³ for PM10.

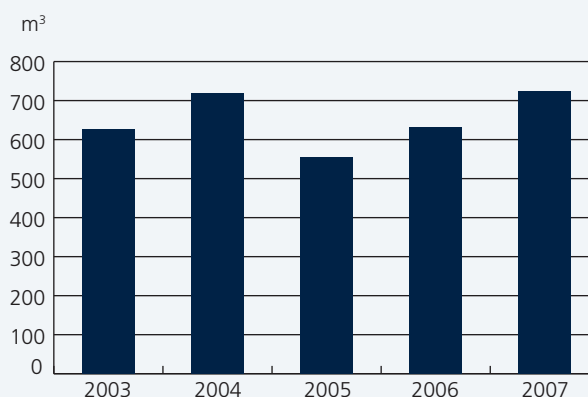
Neither limit values nor the national targets were exceeded in 2007. However, the Norwegian Pollution Control Authority's recommended quality criteria for particulate matter were exceeded six times during March. Errors and omissions are, however, expected due to technical problems with the instruments. For PM10, 9% of the data set was missing (partial omissions in July, June and August). For NO₂, almost 70% of the data set is missing for the year; no data was registered after July 2007, and for February-March over 90% of the data set is missing.

The monitoring system was located nearby the fire drill area until late 2006. Based on measurements during the period 1992 – 2003, the Norwegian Institute for Air Research (NILU) concluded "there is no unambiguous correlation between PAH levels, airborne particulate levels and wind from the drill area in all samples as a whole." In November the measurement trailer was therefore moved to southern Gardermoen, near the south end of the western runway. This area is also host to a number of hotels, a petrol station, a car rental business and a ground parking facility.

Consumption of aircraft fuel



Fuel consumption by OSL vehicles



Health and working environment

HEALTH AND WORKING ENVIRONMENT IN BRIEF

OSL assigns great importance to having a good working environment. OSL's Working Environment Committee and the AKAN Committee (the workplace advisory centre for issues relating to alcohol, drugs and addictive gambling) hold regular meetings. A Cooperation Forum has also been established in which management and trade union representatives meet regularly. Furthermore, there is a co-worker support scheme for employees who have experienced critical and serious events at work or privately. OSL also carries out ergonomics reviews and regular HSE inspections. The focus of these HSE inspections varies from psychological and social conditions to physical working conditions. Inspections are part of OSL's survey of the working environment as well as the preventive HSE work at OSL.

An overarching HSE structure has been established to accommodate OSL's responsibilities as the principal company. Companies operating at Oslo Airport Gardermoen share a common goal to prevent incidents/accidents, ensure that traffic flows well, and to ensure favorable commercial development. To achieve this, a number of liaison bodies have been set up. The goal of the Airside Safety Committee, in which OSL is the principal company, is to prevent incidents/accidents and continuously improve HSE safety at the airport (in general and for employees). Regular HSE management inspections at the airport's communal areas are carried out under the leadership of OSL with the participation of the management and chief safety deputies of the companies in question. Employees obtaining a new or renewed access card to the airport must also undergo an HSE exam and practical fire prevention training. Anyone operating a vehicle in the red zone must also undergo an airside safety exam. Training and exams can be completed interactively at the airport's extranet.

HEALTH AND WORKING ENVIRONMENT STATUS 2007

A good working environment and a high job satisfaction is vital in reducing absence due to illness. A prerequisite is that measures are taken as early as possible. Prompt and close follow-up of employees on sick leave is also essential.

The level of absence due to illness in OSL in 2007 was 5.5% - the same as the previous year. Trial projects were conducted involving "energy breaks" and exercise programs for certain work groups. These proved successful, and in 2008 energy breaks will be introduced in all office buildings for OSL employees.

One goal is keeping the number of injuries low. 2007 recorded ten injuries, five of which resulted in absence. The injuries consisted of four falls, one eye injury, three as a result of training, one cut and one crushing injury. There were no serious injuries. Injuries resulting in absence have dropped significantly.

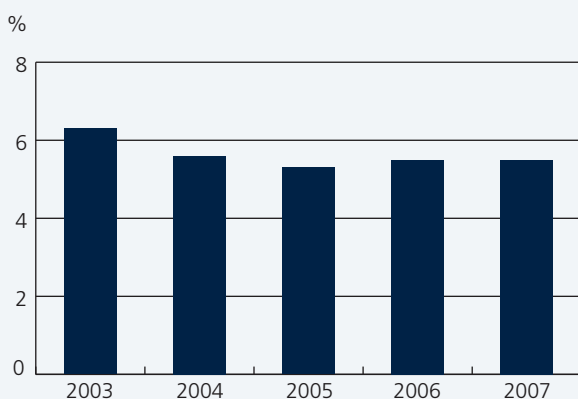
Training is an important preventive measure. OSL's interactive training system includes courses in HSE, airside safety, basic courses in security and other relevant courses for the airport. The HSE exam was upgraded in 2007, and was taken by 4,231 people. 4,048 people underwent the practical fire prevention training.

The annual working environment day was successfully held November 29 by the Working Environment Committee. All OSL managers with a responsibility for personnel, safety deputies, and members of the Working Environment Committee took part. Agenda items were notification, diet and following up absence due to illness.

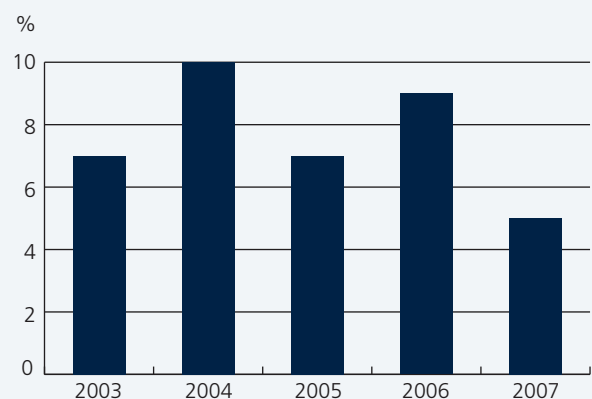
The Airside Safety Committee held six meetings. A permanent agenda item is reviewing safety-related incidents and instances of non-compliance. New report formats were developed in the latter months of the year. In 2007, the committee focused particularly on runway incursions and excursions and incidents involving traffic around the terminal building (ramp). The latter included "aircraft turn-around" which has been shortened by five minutes over the last two years.

With regard to runway excursions, internal investigations reviewed incidents related to the high-speed runway exit paths. The intense traffic around the terminal building during peaks hours was subject to similar scrutiny.

Absence due to illness at OSL



Personal injuries resulting in absence at OSL



Climate Change

CARBON INVENTORY IN BRIEF

One of OSL's goals in 2007 was to account for and reduce its effect on climate change. OSL in this context includes Oslo Lufthavn AS, Oslo Lufthavn Eiendom AS (a fully-owned subsidiary) and 50% of Oslo Lufthavn Tele og Data AS.

A Greenhouse Gas (GHG) Inventory was prepared according to the Greenhouse Gas Protocol, A Corporate Accounting and Reporting Standard, Revised Edition and the ISO 14064 series Greenhouse Gases. Det Norske Veritas (DNV) will issue a verification report for OSL's methodology in 2008.

OSL will set annual targets for emissions reductions related to its own operations. OSL contributes to the Kyoto Protocol's Clean Development Mechanism (CDM) by investing in projects that provide emissions reductions equivalent to OSL's remaining emissions. This makes OSL the world's third carbon neutral airport operator, after LFV in Sweden and Christchurch in New Zealand.

CARBON INVENTORY STATUS 2007

OSL has accounted for its carbon emissions during 2006 and 2007, and awaits DNV's verification report. The verified methodology will determine how OSL sets future emissions reduction targets for its own operations.

The carbon inventory covers direct and indirect emissions from sources that are owned or controlled by the company, as well as an optional selection of indirect emissions from other sources:

Scope 1: Direct GHG emissions

(Mandatory reporting category)

- OSL vehicles
- Fire drill field – internal use
- Fuel for thermal energy generation

Scope 2: Electricity indirect GHG emissions

(Mandatory reporting category)

- Generation of purchased electricity consumed at Oslo Airport

Scope 3: Other indirect GHG emissions

(Optional reporting category)

- Fire drill field – leasing to external parties
- Business travel
- Employees commuting to/from work
- Deicing chemicals

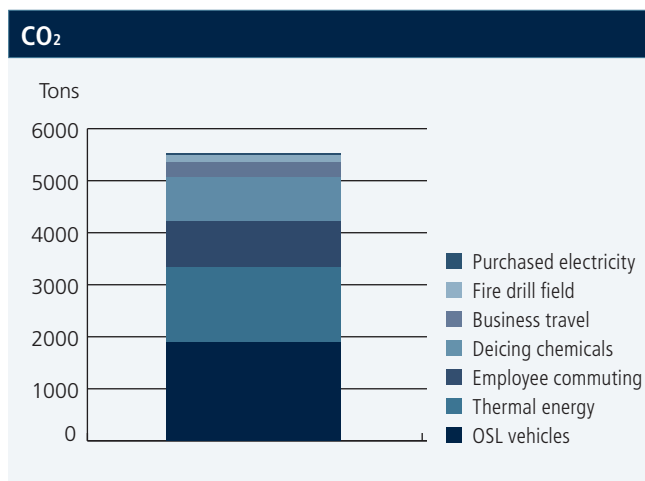
District heating provided by Hafslund Fjernvarme AS is not part of the carbon inventory, nor is regained energy from OSL's ground-water wells. These are, however, reviewed by OSL and DNV during the accounting process. These energy sources contribute to limit the demand for purchased electricity.

Due to high complexity of data collection and uncertainty regarding basic data, Scope 3 will for the time being not include final processing of OSL generated waste or the consumption of goods and services (transport etc). However, OSL expects Scope 3 to expand over time as carbon footprinting becomes more common and better data is available. Ground transport access for passengers and the business activities of OSL E's contracting parties fall outside the organizational boundary of OSL's carbon inventory.

Preliminary calculations show that OSL over the last two years is responsible for annual GHG emissions of about 5,500 tons of CO₂ equivalents.

Next, OSL will set reduction targets for GHG emissions from its own operations and implement reduction measures. Of key importance to this process is the fact that consumption of deicing chemicals is heavily dependent on and varies with local temperature conditions. In addition, the emission factor for purchased electricity is based on the national power export balance, which also demonstrates significant annual variations.

OSL compensates for its GHG emissions by investing in CDM projects that finance emissions reductions in developing countries. For the years 2006–2008 OSL has selected two projects in India, related to wind power and biomass district heating facilities. These projects also contribute to social and economic development. The total emissions reduction investment for the two projects corresponds to 18,750 tons of CO₂, at a cost of about NOK 500,000.



Key figures

		2005	2006	2007
AIR TRAFFIC				
Passengers	no.	15 896 148	17 672 179	19 043 800
Domestic	no.	7 716 556	8 379 738	8 916 521
International	no.	8 179 592	9 292 441	10 127 279
Aircraft movements	no.	201 866	205 109	216 284
Passengers per aircraft movement (scheduled/charter)	no.	85	89	92
NOISE				
Non-compliances (section 2-1 of the Noise Regulations)	no.	81	49	123
Noise emissions (mean equivalent aircraft noise level, fixed measurement points)	dBA	57,0	57,4	58,6
ENERGY				
Electricity-specific installations	GWh	61,7	63,0	64,7
Generated heating and cooling energy	GWh	30,2	36,5	30,2
Electricity to boiler	GWh	5,2	4,5	2,1
Electricity to compressors, pumps etc.	GWh	5,9	6,9	6,4
Hafslund Fjernvarme AS	GWh	13,6	22,6	17,6
Heating oil	GWh	5,5	2,6	4,0
Recovered energy	GWh	11,1	9,8	14,5
Delivered heating and cooling energy	GWh	41,3	46,4	44,6
FOSSIL FUELS				
Aviation fuel	m ³	376 038	432 132	433 517
Heating oil	m ³	682	381	550
Fuel for OSL's vehicles	m ³	554	633	724
Fuel for fire drills	m ³	38,9	62,6	47,4
WATER SUPPLY AND SEWAGE				
Water consumption by OSL	m ³	159 000	175 000	191 000
Wastewater volume, airport	m ³	227 000	239 000	260 000
Drainage water volume	m ³	1 303 000	1 567 000	1 863 000
DEICING CHEMICALS (PER SEASON)				
Aircraft de-icing:				
Total consumption of glycol	tons	890	1 748	1 006
Specific consumption of glycol	kg/fly	133	160	127
Collection rate, glycol	%	82	80	81
Runway de-icing:				
Total consumption of formate	tons	264	354	309
WASTE				
Source separated waste	tons	3 648	3 847	4 459
Mixed waste	tons	2 874	3 371	4 185
Total amount of waste	tons	6 522	7 218	8 644
Source separation rate	%	55,9	53,3	51,6
Hazardous waste	tons	206	151	166
HEALTH AND WORKING ENVIRONMENT				
Absence due to illness	%	5,3	5,5	5,5
Long-term absence due to illness	%	3,6	1,8	3,8
Short-term absence due to illness	%	1,7	3,7	1,7
Injuries resulting in absence	number	7	9	5
Injuries not resulting in absence	number	6	5	5
Turnover	%	2,3	1,8	5,2
GHG EMISSIONS				
Carbon inventory as CO2-equivalents	tons	-	5 560	5 542



Oslo Lufthavn AS
Visiting address: Edvard Munchs veg, Gardermoen
Postal address: Postboks 100, NO-2061 GARDERMOEN
Corp. reg. no. 965 368 248 MVA

Tel.: (+47) 64 81 20 00
Fax: (+47) 64 81 20 01
E-mail: firmapost@osl.no

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