

# COMPANY PRESENTATION

STAR CONFERENCE, MARCH 25<sup>TH</sup> 2021







**HIGHLIGHTS  
& STRATEGY**

FY 2020  
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**GROUP HIGHLIGHTS  
& STRATEGY**  
*(THE GOOD OLD DAYS)*

# BOLOGNA'S AIRPORT MAIN CHARACTERISTICS



9.4 MILLION PAX *IN 2019* - 79.2% INTERNATIONAL PAX



ITALY'S FORTH AIRPORT FOR GLOBAL CONNECTIVITY  
ICCSAI - Fact Book 2019



CENTRAL GEOGRAPHICAL LOCATION



HIGH STANDARD OF LIVING



STRONG ENTREPRENEURIAL SPIRIT



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# NETWORK: WELL BALANCED MIX OF NETWORK, REGIONAL AND LOW COST CARRIERS

WORLD AND REGIONAL, BUSINESS AND LEISURE DESTINATIONS AT HAND

NETWORK CARRIERS

LOW COST AND REGIONAL CARRIERS



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# CATCHMENT AREA: BOLOGNA AIRPORT DEMAND ATTRACTS PASSENGERS FROM 20 ITALIAN PROVINCES



## HIGHLIGHTS & STRATEGY

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**20**  
ITALIAN PROVINCES

**10.9**  
MILLION RESIDENTS

**18%**  
OF TOTAL ITALIAN POPULATION

### HIGH SPEED RAIL NETWORKS



#### BOLOGNA-FLORENCE

35 minutes  
68 trains/day



#### BOLOGNA-VERONA

49 minutes  
7 trains/day



#### BOLOGNA-MILAN

60 minutes  
40 trains/day



#### BOLOGNA-VENICE

1 h 25 minutes  
24 trains/day



#### BOLOGNA-ROME

1 h 54 minutes  
65 trains/day



# CATCHMENT AREA: HIGHER GDP AND WELL-KNOWN BRANDS



## MAIN EUROPEAN FAIR CENTRES:



## COMPANIES OPERATING IN KEY SECTORS



### HIGHLIGHTS & STRATEGY

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# OUR STRATEGIC AMBITION AND LONG TERM APPROACH

TO BE THE IDEAL GATEWAY FOR ITALY

TO ENHANCE CONNECTIVITY AND CARE FOR A UNIQUE PASSENGER EXPERIENCE



The route development opportunities together with the ground transport network expansion could make Bologna Airport an **ideal air to ground gateway not only for outgoing but also for incoming passengers and accessibility**

Bologna Airport to be recognized by passengers as an ideal gateway thanks to its **rich destination network**, the **ease of access** from the wider region and the **high quality of its facilities and services**

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# CLEAR AND WELL-DEFINED STRATEGY



## MAXIMISE FINANCIAL PERFORMANCE

## PERFORMING AND SUSTAINABLE CORPORATION



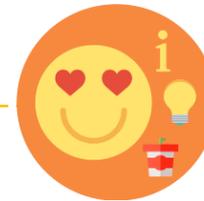
### CONNECT

1. Expand destination network and frequency
2. Increase long haul route
3. Expand catchment area
4. Improve accessibility



### DEVELOP

1. Remove capacity constraints
2. Optimise existing infrastructures
3. Expand passenger terminal
4. Develop competitive car parking
5. Maximise commercial opportunities



### EXPERIENCE

1. Innovative and customer oriented airport
2. Pleasant and stress free passenger processes
3. Best in class commercial offer
4. Strong corporate image

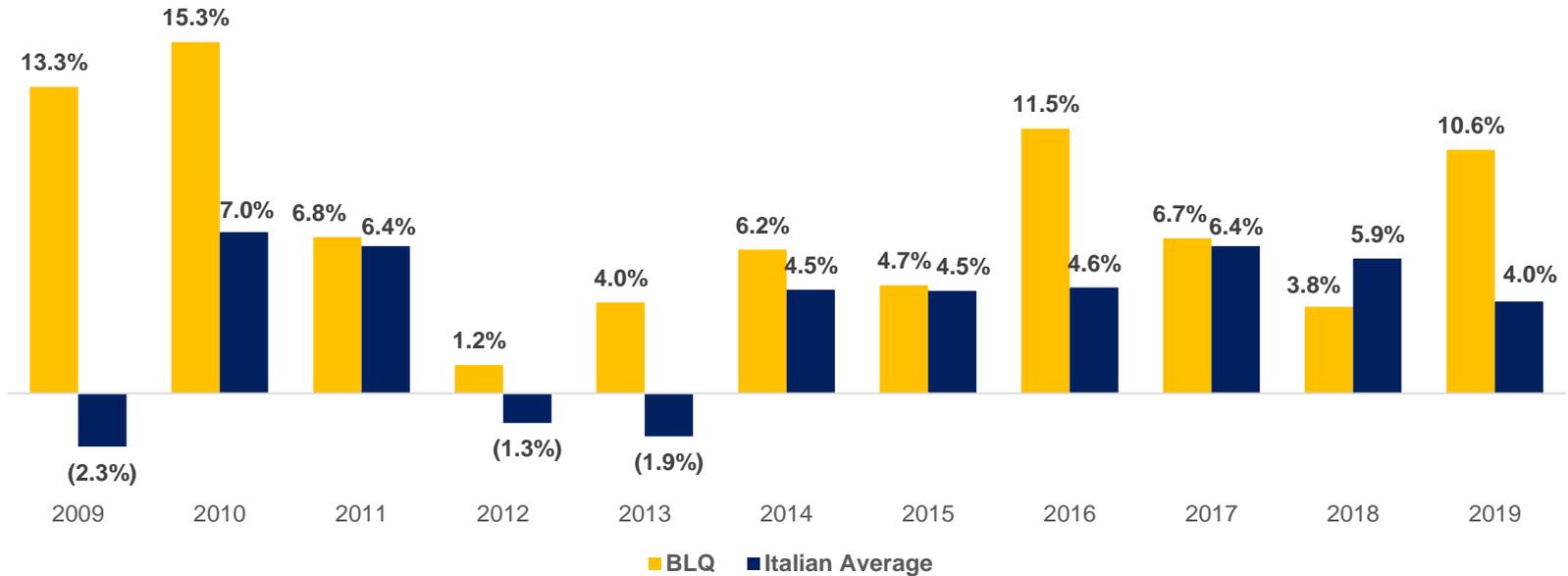
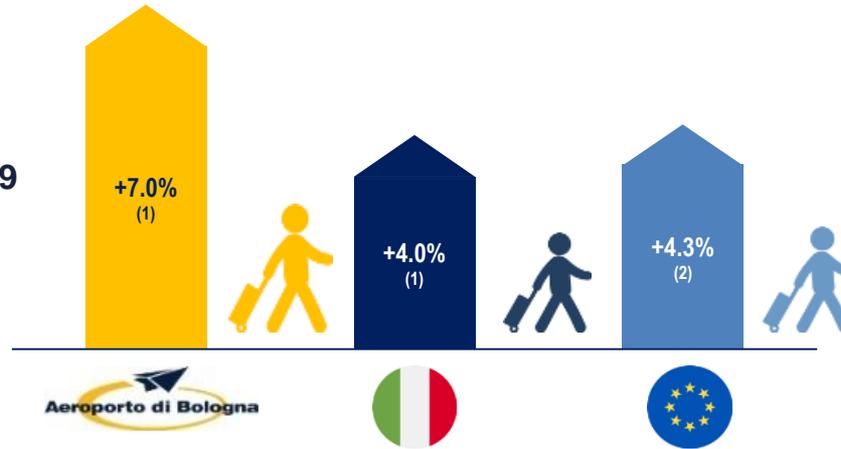


### CARE

1. People and organization development
2. Engaged airport community

# OUTPACING ITALIAN AND EU AVERAGE GROWTH OVER 10 YEARS

2009 – 2019  
CAGR



1 Assaeroporti – including charter, general aviation and interlining; years 2009-2019  
2 EU figures refer to western European Airports. Data, ACI Europe - Airport Traffic Reports

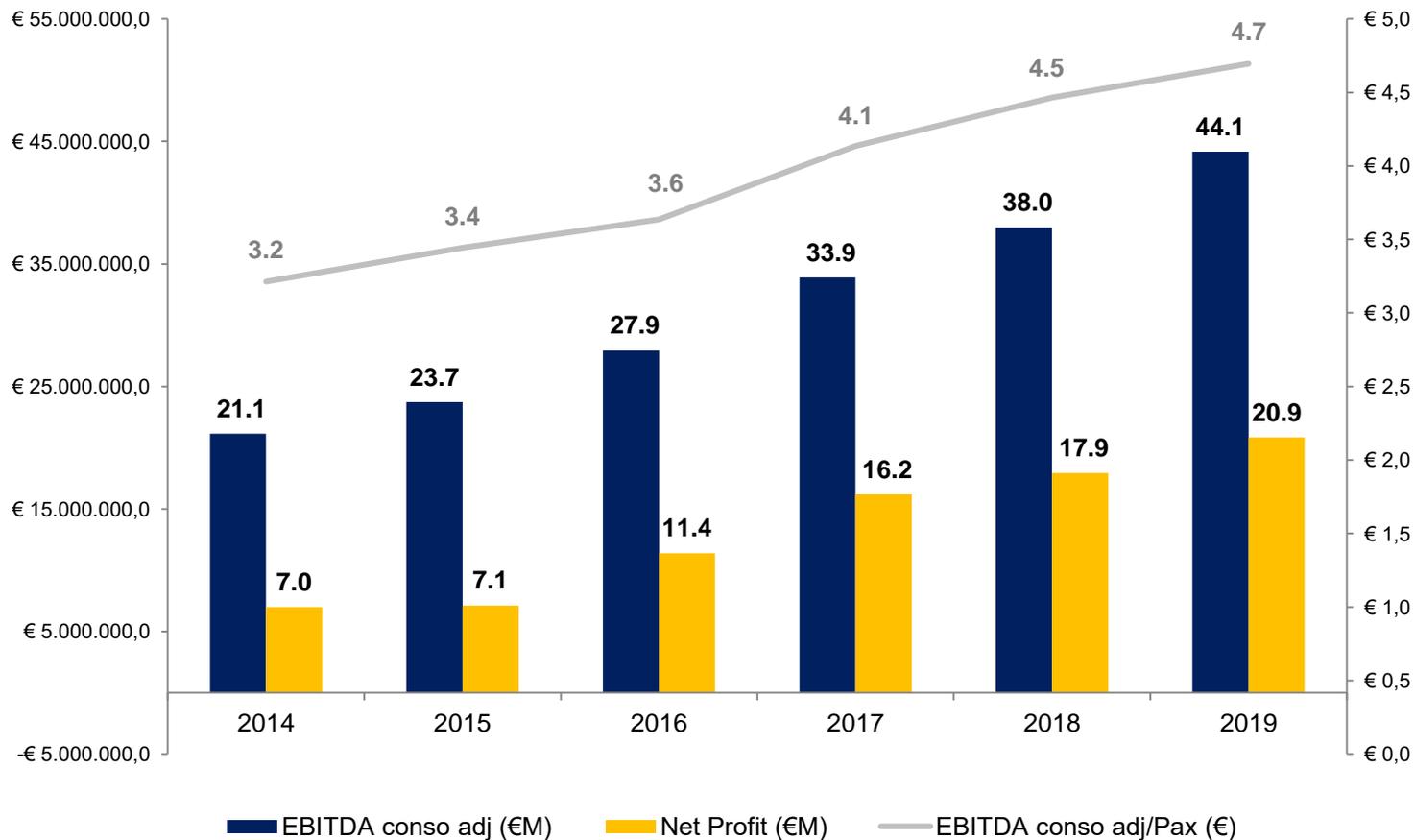
# ALWAYS IMPROVING FINANCIAL PERFORMANCES SINCE IPO



## HIGHLIGHTS & STRATEGY

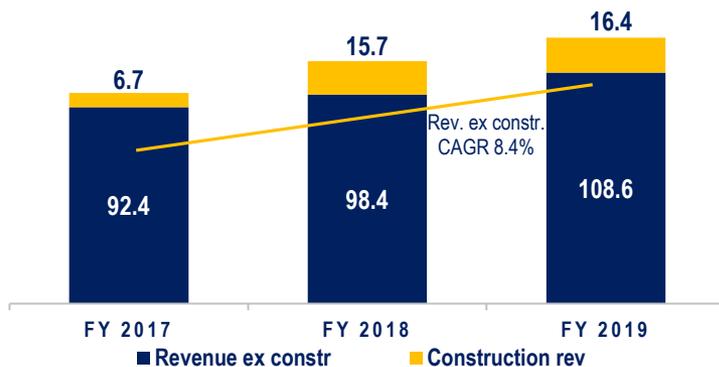
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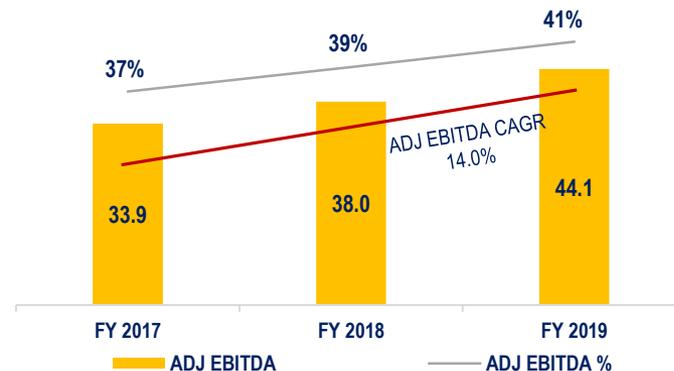


# PROFITABILITY ACCELERATED BETWEEN 2017 AND 2019

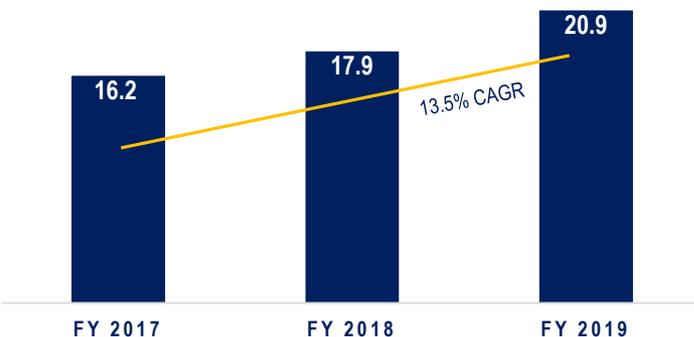
### Consolidated revenues (€/ml)



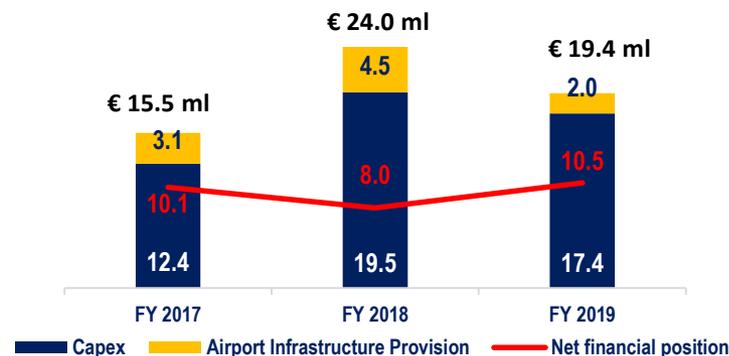
### ADJ EBITDA\* and ADJ EBITDA margin\* (€/ml, %)



### Consolidated net income (€/ml)



### Net Financial Position and Capex



**Healthy growth, improving margins and solid capital structure**

\* Net of construction services margin (IFRIC 12) and one-off energy costs



*...THEN CAME THE STORM*





HIGHLIGHTS  
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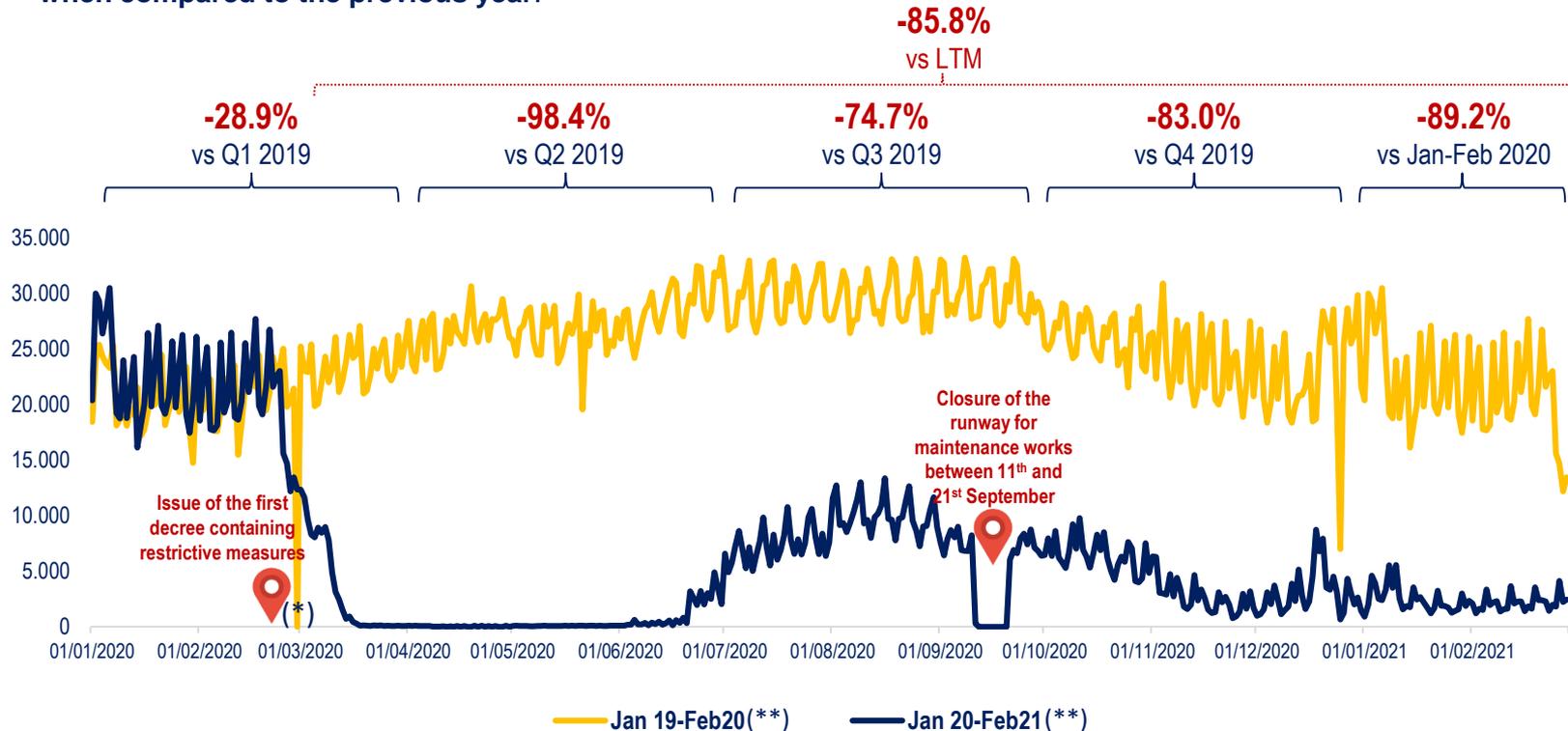
# FY 2020 TRAFFIC AND FINANCIALS

# COVID-19 IMPACT ON BLQ TRAFFIC PERFORMANCE

**Covid-19 pandemic outbreak harshly impacted Bologna airport's traffic figures. In 2020 the airport barely recorded 2,506,258 passengers with a decrease of 73.4% on 2019: this figure brought Bologna airport back to its passenger traffic rates of 1997.**

After the outbreak of Covid-19 pandemic, from the end of March to the end of May 2020, only one connection to Rome Fiumicino, operated by Alitalia, remained active at Bologna airport. Passengers returned to fly in June mostly within the EU and the Schengen area, resulting in a **partial recovery in traffic during summer, particularly with reference to the domestic component.**

However, first the closure of the airport for maintenance works on the runway in September, then the anti-Covid emergency restrictions imposed with the start of autumn, both factors rapidly halted the positive trend. **Since October of last year passenger traffic decreased between -80% and -90%. In the last 12 months 86% of the traffic was lost when compared to the previous year.**



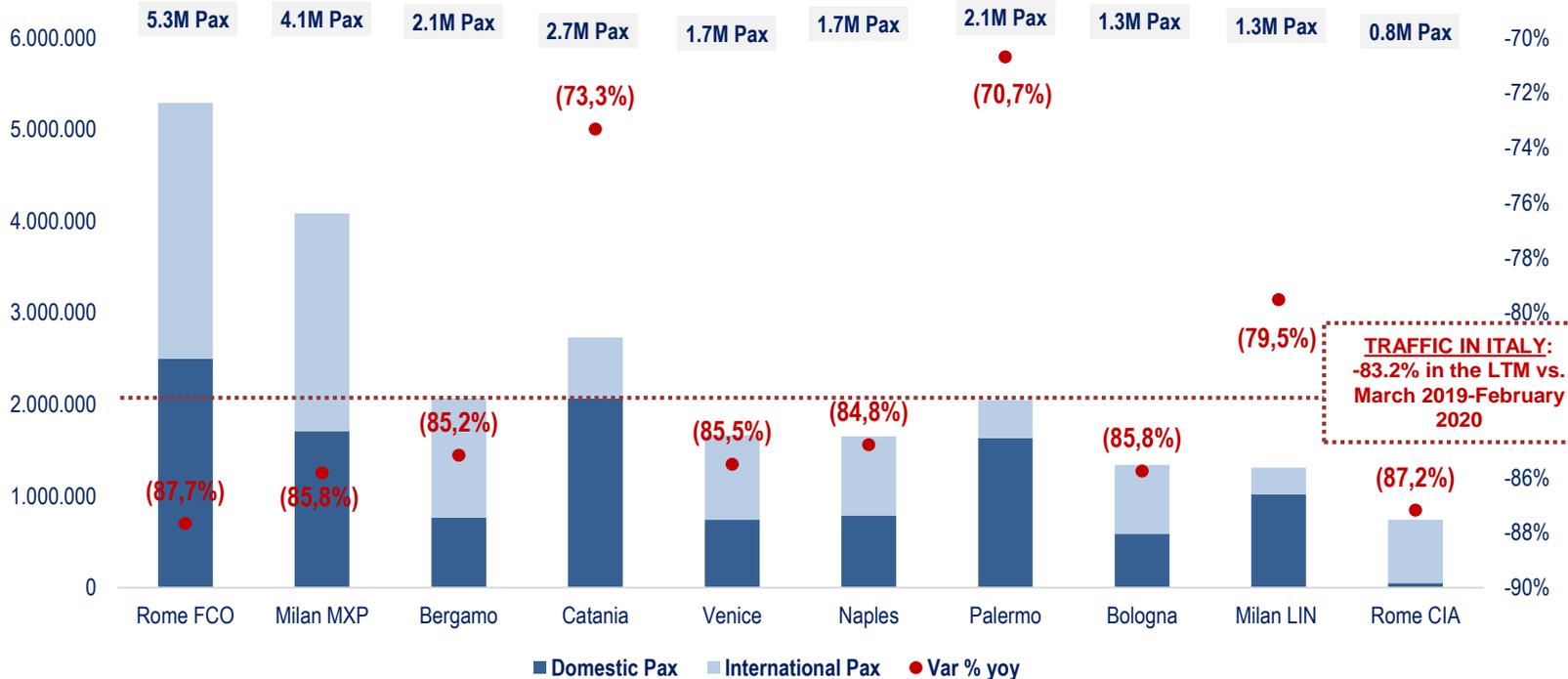
(\*) Leap year in 2020.

(\*\*) Figures include interlining passengers and exclude general aviation traffic.

NOTE: Please note that the day following the issue of the Prime Minister's Decree on 23rd February 2020 is considered as the beginning of COVID-19 health emergency in Italy.

# TRAFFIC TREND OF MAIN ITALIAN AIRPORTS IN THE LAST 12 MONTHS

Top 10 Italian Airports per number of passengers - LTM (March 2020 - February 2021)



**Top Italian airports with a prevalence of domestic traffic** (i.e. Palermo, Milan Linate and Catania) have suffered a **smaller decrease in traffic** (between -70% and -79%) when related to the average drop reported by national operators.

On the contrary, **airports that traditionally have a higher component of international passengers** (i.e. Rome Fiumicino, Milan Malpensa, Venice) have seen traffic decreasing by -85% or more.

Looking at last 12 months' traffic data, **Bologna is the ninth airport in Italy**, falling behind the position held at the end of 2020 mainly because of the closure of the airport for ten days in September of last year.

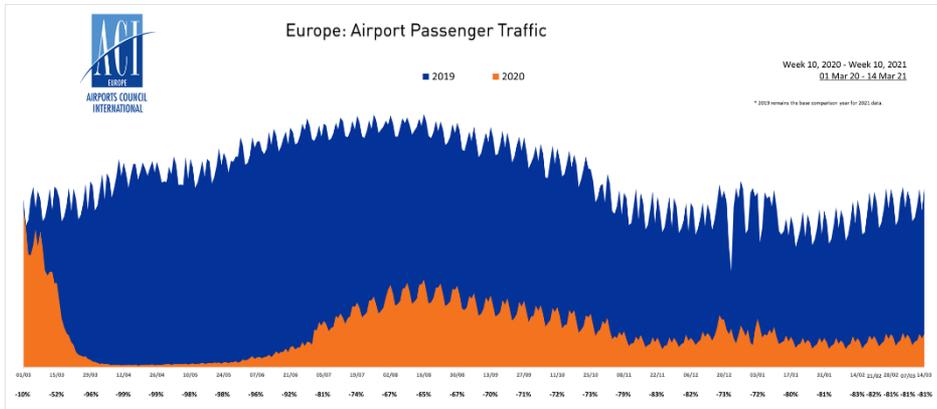


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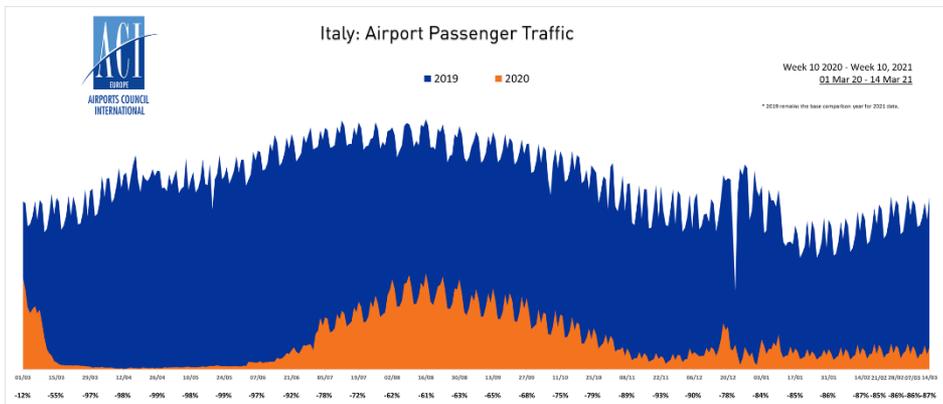
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# TRAFFIC TREND IN EUROPE AND IN ITALY - OVERVIEW



During the month of March in 2020 most of European governments started to impose restrictive measures on circulation, as well as on economic and social activities to fight the spreading of Covid-19 pandemic. The almost total elimination of flights operated by the airlines brought European traffic almost to zero in the period between the end of March and the beginning of June. During summer, after a general elimination of traffic restrictions, a slow and progressive recovery of traffic was possible. However, starting from the end of September traffic suffered again a material slowdown due to a new increase in infections and to the spread of virus variants. In the first months of 2021 no improvements have been registered with traffic data showing a loss of about 80% of 2020 traffic.



According to ACI Europe, since 1 January 2021, Europe's airports have already lost 314 million passengers, overall resulting in a loss of more than 2 billion passengers since the beginning of Covid-19 pandemic.

In line with the continental trend, after the timid recovery of 2020 Summer period, Italian passenger traffic has been materially suffering, reporting losses between -85% or -90% with respect to the previous year.

Overall, Italian traffic figures showed a loss of more than 160 million passengers since the beginning of the pandemic (20 million only in the first 2 months of 2021 and over 70% relating to international traffic).

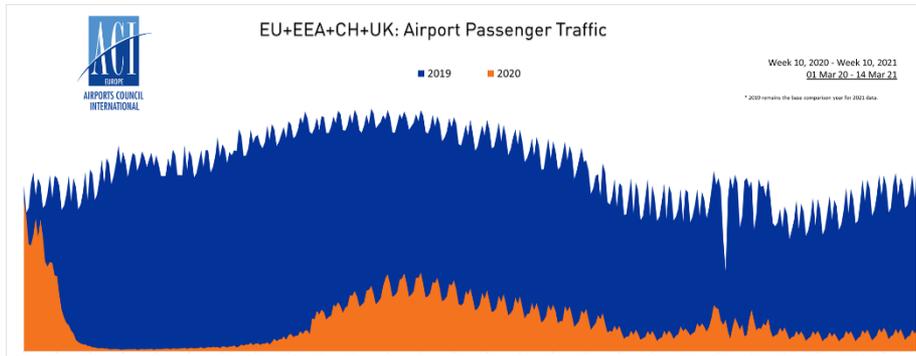


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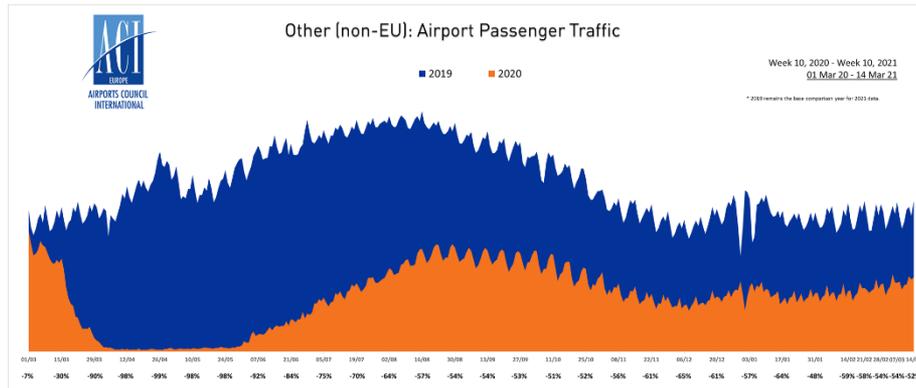
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# TRAFFIC TREND IN EUROPE – EU vs NON-EU AIRPORTS



**EU airports** (-73% vs 2019 with 1.3 billion passengers lost compared with last year) **were significantly more impacted than those in the non-EU area** (-61.9% or 400 million passengers less than 2019).

The **decrease in the first months of 2021 was again more pronounced at EU/EEA/Swiss/UK airports**. The worst performance as of 14 March came from the UK (-93%), closely followed by the Benelux (-90%), Germany (-88%), Nordics/Baltics (-87%) – then Italy (-87%), Eastern EU (-83%) and France (-82%).



**Other European airports fared much better** (about -50%/-60% vs. 2020), reflecting the effects of larger and relatively resilient domestic markets – **primarily in Russia but also Turkey** – as well as of less stringent restrictions to travel.

As a result, of the total 314 million passengers lost since 1 January 2021, 274 million (**87%**) **were lost in the EU/EEA/Switzerland/UK**.



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## FY 2020 KEY HIGHLIGHTS



In FY 2020 **passengers decreased by 73.4% and movements dropped by 60.9%** compared to 2019. The average **load factor decreased** from 81.5% in 2019 to 60.5% in 2020.



**Both legacy traffic and low cost traffic suffered from the health emergency effects**, respectively decreasing by 77.4% and by 70.4%.



**Aeronautical revenues dropped by 65.9%** mainly because of the traffic decrease. Also, on a residual basis, the reduction of charges from January 1<sup>st</sup>, 2020 negatively affected these revenues.



**Non Aeronautical revenues were down by 65.2%** due to (i) the reduction in traffic, (ii) the closure of almost all shops from the beginning of the pandemic until the end of June, with only a gradual reopening starting from July, not fully completed by the end of the year, and (iii) the reduction in fixed fees on sub-concession contracts to support airport customers given the emergency phase.



Starting from March the company has been implementing a comprehensive **efficiency plan to contain costs and mitigate the negative impact** of the drop in traffic on profitability. In particular, specific actions have been put in place to contain personnel costs, i.e. the disposal of overdue holidays, the freezing of overtime and, with effect from 21<sup>st</sup> March, the recourse to the **extraordinary redundancy fund** for all its employees.



**Investments** in infrastructure maintenance and development amounted to **€33.3M**.



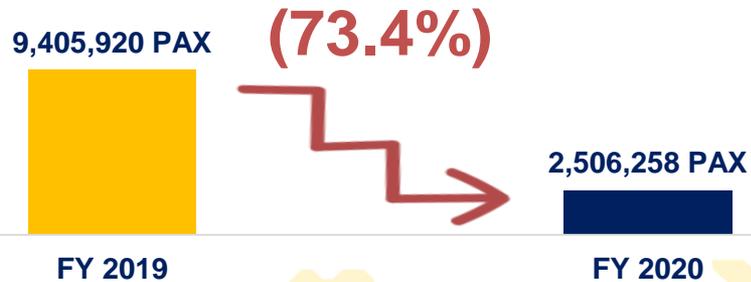
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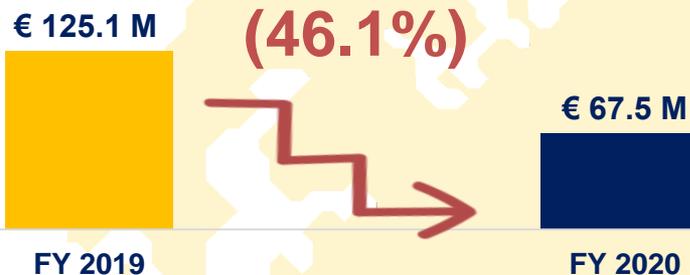
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# FY 2020 KEY FIGURES

## PASSENGER TRAFFIC



## REVENUES



## EBITDA



## NET RESULT



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## FY 2020 CARGO BUSINESS

	CARGO TRAFFIC Var% 2020-2019	PAX TRAFFIC Var% 2020-2019
World <sup>(*)</sup>	(10.6%)	(65.9%)
Europe <sup>(*)</sup>	(16.0%)	(69.9%)
Italy <sup>(**)</sup>	(23.7%)	(72.6%)
<b>BLQ</b>	<b>(11.2%)</b>	<b>(73.4%)</b>

(\*) IATA data.

(\*\*) Assaeroporti data.

- **Cargo traffic proved to be much more resilient than passenger traffic** in all geographical areas.
- **BLQ overperformed** (-11.2% yoy) when compared to both European (-16.0% yoy) and Italian (-23.7% yoy) markets.
- **Fast Freight Marconi**, the Group's subsidiary operating in the cargo handling business, **positively contributed to the consolidated EBITDA**.
- Bologna Airport plans to leverage on cargo business resilience: the **Group's investment plan includes some important investments in the area in the short-medium term**.



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# CONSOLIDATED PROFIT & LOSS

EURO THOUSANDS		FY 2020	FY 2019	VAR FY 20/19	VAR % FY 20/19
Revenues	1	67,490	125,135	(57,645)	(46.1%)
Operating Costs		(71,412)	(80,198)	8,786	(11.0%)
<b>EBITDA</b>	<b>2</b>	<b>(3,922)</b>	<b>44,937</b>	<b>(48,859)</b>	<b>n.m.</b>
<b>EBITDA Adjusted*</b>		<b>(5,638)</b>	<b>44,075</b>	<b>(49,713)</b>	<b>n.m.</b>
Concession Rights Amortization		(6,688)	(6,243)	(445)	7.1%
Amortization & Depreciation		(3,940)	(4,326)	386	(8.9%)
<b>Amortization and Depreciation</b>	<b>3</b>	<b>(10,628)</b>	<b>(10,569)</b>	<b>(59)</b>	<b>0.6%</b>
Provision for Doubtful Accounts		(508)	1	(509)	n.m.
Airport Infrastructure Provision		(2,306)	(2,893)	587	(20.3%)
Other Accruals		(30)	(409)	379	(92.7%)
<b>Provisions</b>	<b>3</b>	<b>(2,844)</b>	<b>(3,301)</b>	<b>457</b>	<b>(13.9%)</b>
<b>Total Costs</b>		<b>(84,884)</b>	<b>(94,068)</b>	<b>9,184</b>	<b>(9.8%)</b>
<b>EBIT</b>		<b>(17,394)</b>	<b>31,067</b>	<b>(48,461)</b>	<b>n.m.</b>
Financial Income		198	150	48	32.0%
Financial Expenses	4	(1,218)	(1,125)	(93)	8.3%
<b>EBT</b>		<b>(18,414)</b>	<b>30,092</b>	<b>(48,506)</b>	<b>n.m.</b>
Taxes	5	4,824	(9,240)	16,107	n.m.
<b>Net Profit (loss)</b>	<b>6</b>	<b>(13,590)</b>	<b>20,852</b>	<b>(34,442)</b>	<b>n.m.</b>
Minority Interest		0	0	0	
<b>Group Net Profit</b>		<b>(13,590)</b>	<b>20,852</b>	<b>(34,442)</b>	<b>n.m.</b>

## 1 REVENUES

▼ (-46.1%) traffic decrease, charges update, discounts granted to aviation and non-aviation customers

## 2 EBITDA

▼ (-48.9M €) operating leverage highly affected by the sharp contraction in revenues, only partially compensated by results of the comprehensive cost optimization plan implemented since the beginning of the emergency

## 3 AMORTIZATION, DEPRECIATION AND PROVISIONS

▼ -2.9% (▲ +0.6% amortization and depreciation and ▼ -13.9% provisions)

## 4 FINANCIAL INCOME AND EXPENSES

Overall in line vs FY 2019

## 5 TAXES

Due to a negative taxable base, taxes turned positive

## 6 NET PROFIT

▼ -34.4M € vs FY 2019



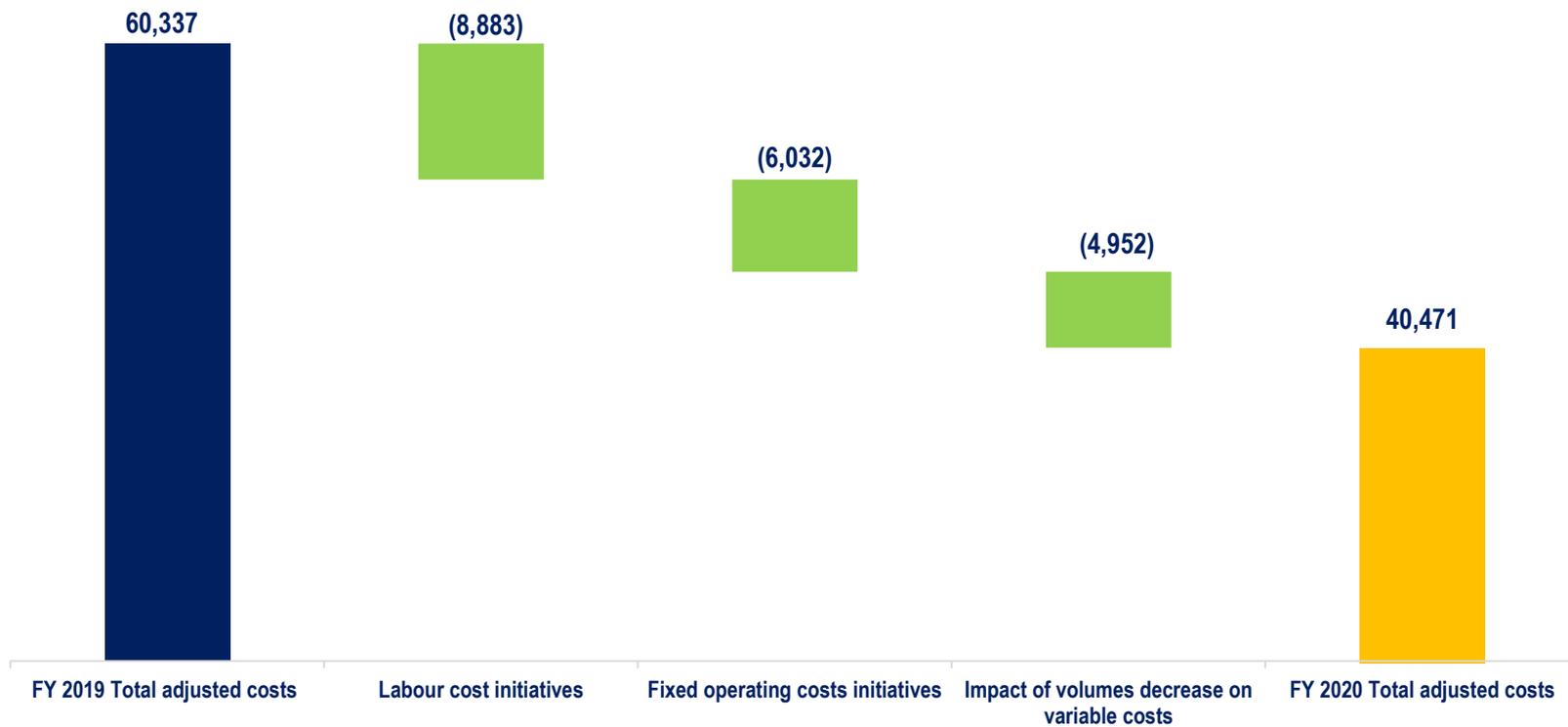
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# PARENT COMPANY OPERATING COSTS TREND - FOCUS ON COST REDUCTION AND CONTROL INITIATIVES

FY 2019 vs FY 2020 OPERATING COSTS ('000 €) – PARENT COMPANY



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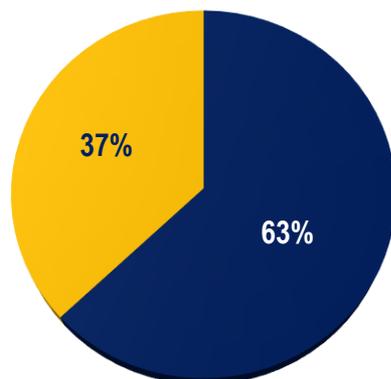
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# AVIATION AND NON-AVIATION BUSINESS

## REVENUES SEGMENT SHARE

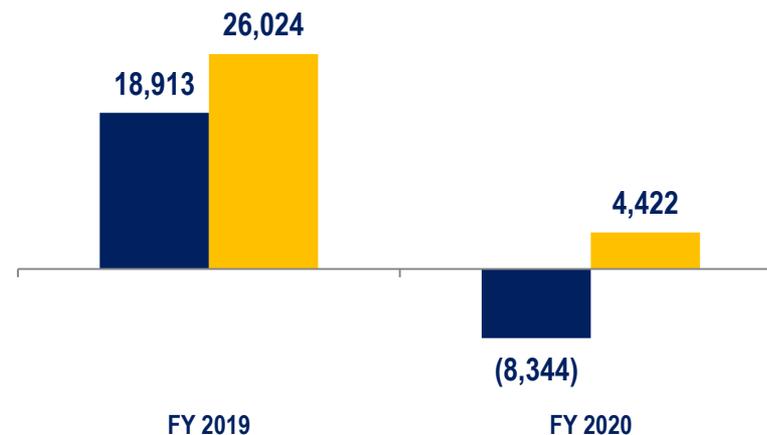
FY 2020



■ AVIATION ■ NON AVIATION

## AVIATION & NON-AVIATION EBITDA

FY 2020/2019 ('000€)



BUSINESS UNIT AVIATION ('000 €)	FY 2020	FY 2019	VAR % FY 20/19
Passengers	14,800	60,500	(75.5%)
Airlines	11,963	25,777	(53.6%)
Airport operators	1,856	3,510	(47.1%)
Traffic incentives	(7,164)	(25,895)	(72.3%)
Constructions revenues*	19,632	12,715	54.4%
Other aviation revenues	1,523	1,552	(1.9%)
Fees reduction for doubtful receivables**	(119)	(879)	(86.5%)
<b>Total Revenues AVIATION</b>	<b>42,491</b>	<b>77,280</b>	<b>(45.0%)</b>
<b>EBITDA AVIATION</b>	<b>(8,344)</b>	<b>18,913</b>	<b>n.m.</b>

BUSINESS UNIT NON-AVIATION ('000 €)	FY 2020	FY 2019	VAR % FY 20/19
Retail and Advertising	4,732	15,620	(69.7%)
Parking	4,583	16,818	(72.7%)
Real estate	2,167	2,450	(11.6%)
Passenger services	1,887	6,206	(69.6%)
Constructions revenues*	9,783	3,705	164.0%
Other non aviation revenues	1,857	3,056	(39.2%)
Fees reduction for doubtful receivables**	(10)	0	n.m.
<b>Total Revenues NON-AVIATION</b>	<b>24,999</b>	<b>47,855</b>	<b>(47.8%)</b>
<b>EBITDA NON-AVIATION</b>	<b>4,422</b>	<b>26,024</b>	<b>(83.0%)</b>

\* IFRIC 12

\*\* IFRS 15

# FY 2020 MAIN INVESTMENTS IN INFRASTRUCTURE MAINTENANCE AND DEVELOPMENT



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TERMINAL EXPANSION PLANNING  
AND  
NEW MULTILEVEL CAR PARKING



MAINTENANCE WORKS  
ON THE RUNWAY



EXPRESS PARKING EXTENSION



TERMINAL EXPANSION FINAL DESIGN  
WAITING FOR ENAC APPROVAL

MULTILEVEL CAR PARKING  
FINAL DESIGN  
APPROVED BY ENAC

WORKS COMPLETED

WORKS COMPLETED



€ 33.3 ml

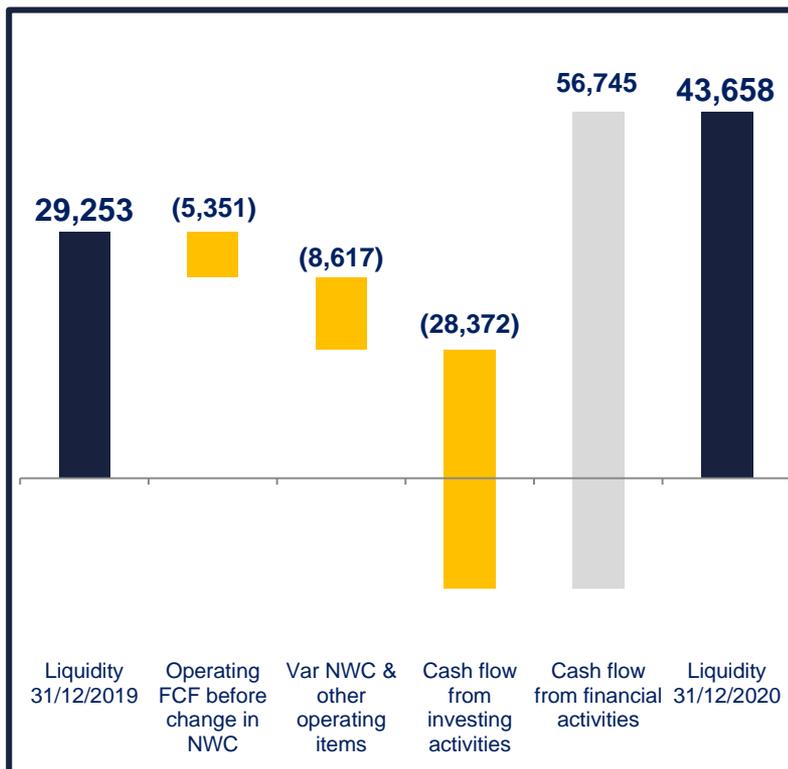


Capex: € 29.0 ml  
Airport Infrastructure Provision: € 4.3 ml

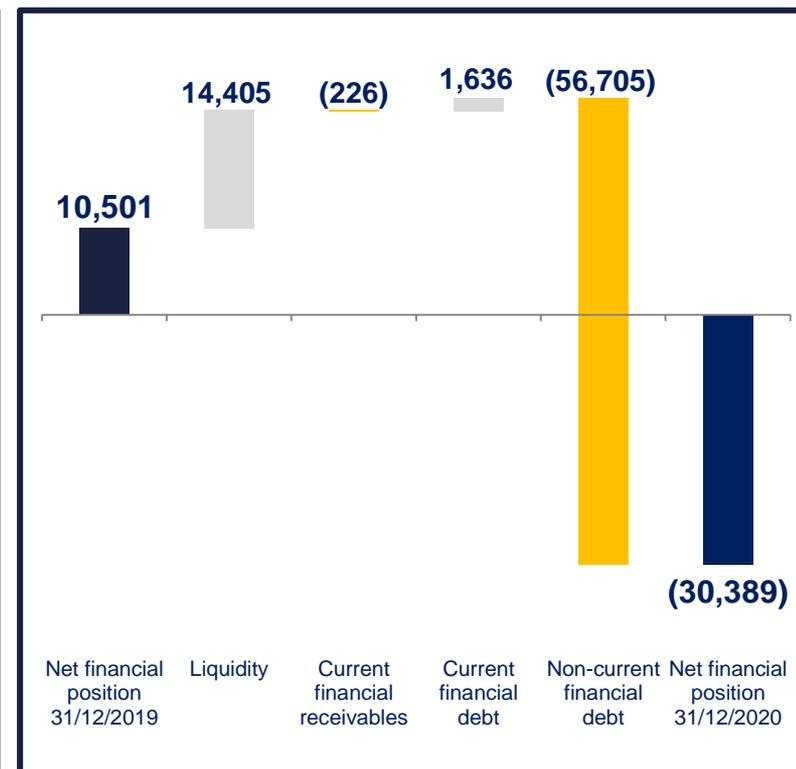
# CASH-FLOW AND NET FINANCIAL POSITION



## FY 2020 CASH FLOW ('000 €)



## FY 2020 NET FINANCIAL POSITION ('000 €)



➔ **Both operating and investing activities absorbed cash for a total of about €42.3 million. However, thanks to a positive cash flow of around €56.7 million from financing activities, liquidity increased by €14.4 million.**

➔ **FY 2020 Net Financial Position stands at € -30.4 million.**



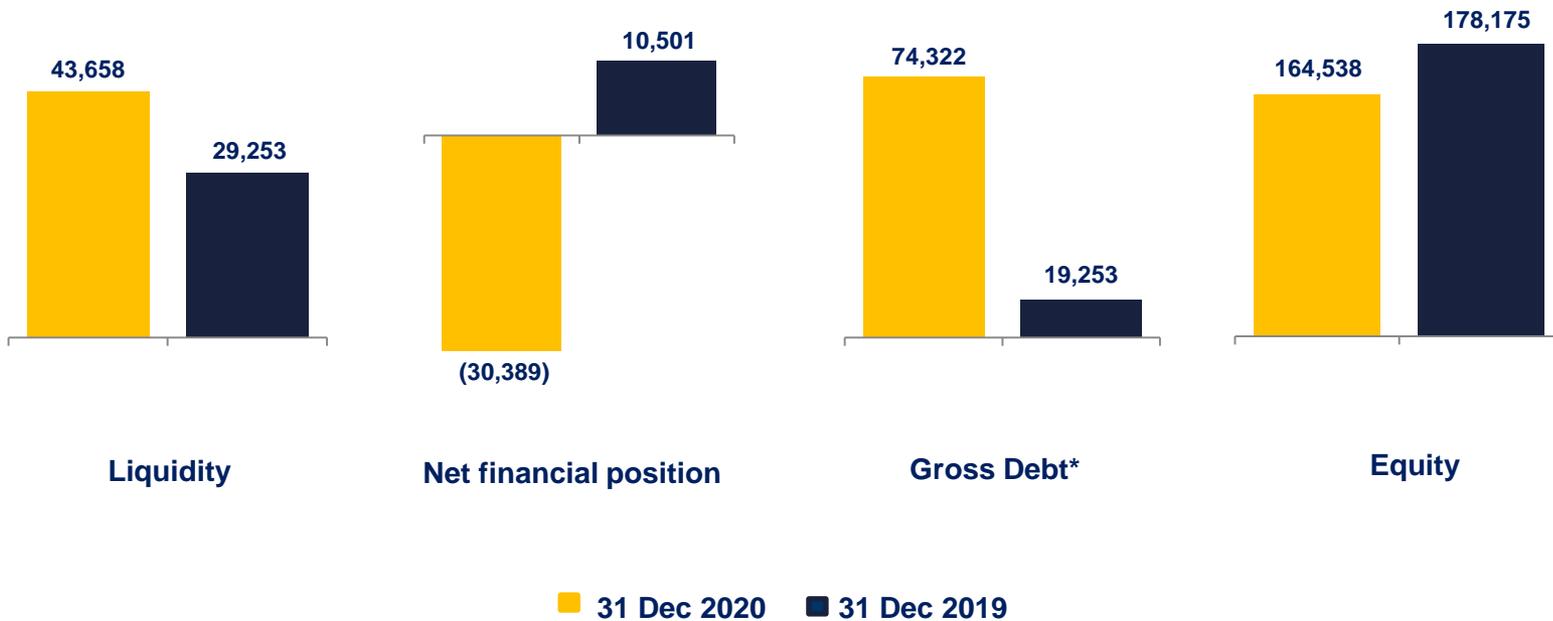
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THANKS TO A SOLID CAPITAL STRUCTURE, DURING FY 2020 THE GROUP WAS ABLE TO SUSTAIN ITS WORKING CAPITAL NEEDS AND SUPPORT ITS BUSINESS PLAN

FY 2020 CONSOLIDATED ASSET & FINANCIAL SITUATION ('000 €)



Liquidity

Net financial position

Gross Debt\*

Equity

■ 31 Dec 2020 ■ 31 Dec 2019

\* Current and non current financial liabilities

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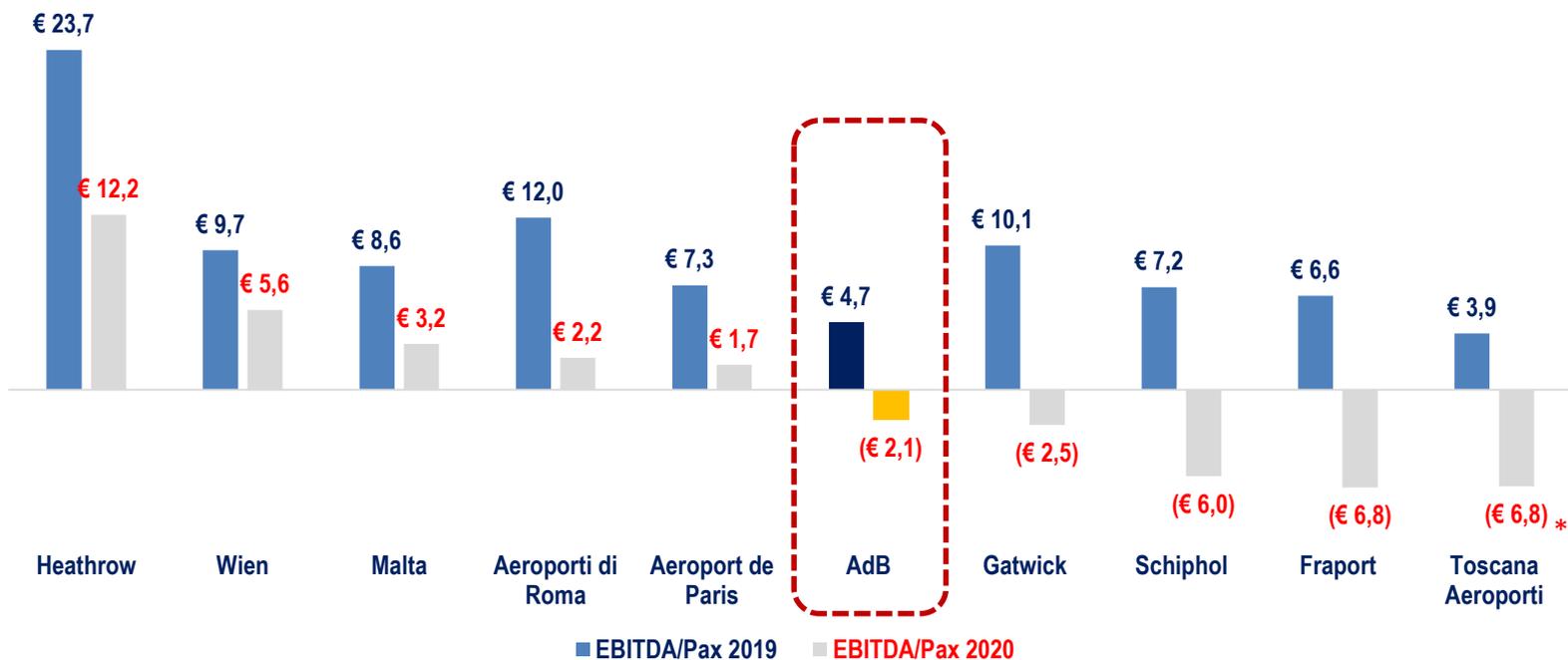
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# BOTH EUROPEAN AND ITALIAN AIRPORTS' ECONOMIC PERFORMANCE STRONGLY SUFFERED FROM THE PANDEMIC EFFECTS



## EBITDA/Pax of major European and Italian Airports 2020 vs 2019



\*: net of 10 million € contribution from Tuscany Region

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# 2021 KEY UPDATES

## MEDIUM -TERM TRAFFIC RECOVERY

- No full recovery to 2019 traffic levels is expected before 2024/2025 at the earliest, according to industry studies.

### Traffic recovery estimates (in%) based on type of traffic



Source: McKinsey study "Traffic scenarios and early predictors of demand" published on 8th October 2020



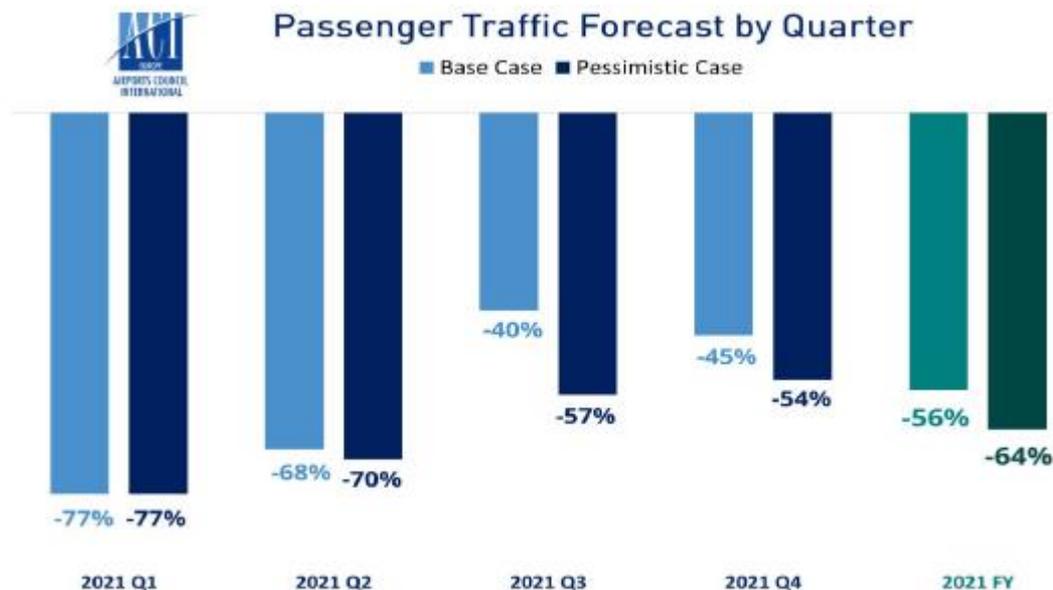
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## 2021 PASSENGER TREND

For **2021**, the industry studies estimate a passenger traffic trend strongly affected by the effectiveness and pervasiveness of the vaccination plans. **ACI Europe estimates a possible recovery in 2021 ranging from 36% to 44% of annual pre-Covid19 traffic volumes**, with a slight recovery estimated to start only from the second half of the year.



Source: ACI Europe, "Setting the scene", 2<sup>nd</sup> February 2021



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## A STRATEGY FOR RECOVERY: INVESTMENT PLAN REVIEW

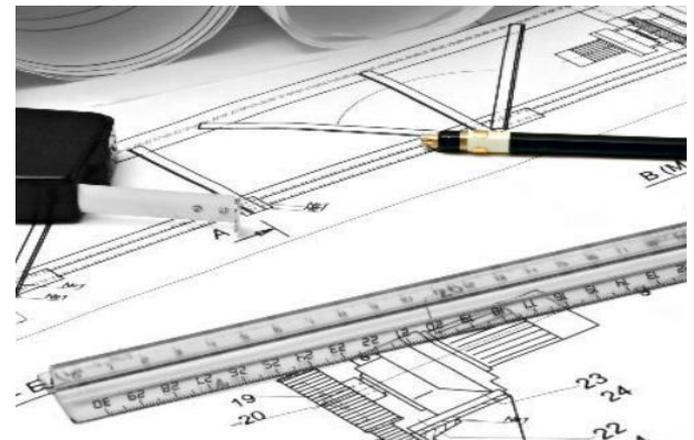


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- The Group's sustainability strategy is focused **in the short term to preserving corporate assets**, in particular by maintaining employment levels and cash flow, thus **ensuring the conditions for growth in the medium term**.
- AdB is working, in close contact with **ENAC**, to **align the investment plan with the changed context** due to the Covid-19 pandemic, according to **new priorities and executive phases**, above all the **postponement of the expansion of the terminal**, in order to consistently meet the new traffic requirements and allow for adequate remuneration of the investments and their full financial sustainability.
- The Company will be focused, in the **short term**, on specific projects aimed to **improve the capacity of a single subsystem**.



# A STRATEGY FOR RECOVERY: MAIN INVESTMENTS IN 2021-2025

Beyond  
2025

TERMINAL EXPANSION



NEW BOARDING SCHENGEN  
AREA & NEW CURBSIDE



NEW MULTI-STOREY PARKING



AIRCRAFT APRON FOR  
BASE OF OPERATION



EXTRA SCHENGEN GATEROOM



2025

2022

REPURPOSING OF THE CARGO AREA



RENOVATION OF THE SECURITY AND  
PASSPORT CONTROL AREA



HIGHLIGHTS  
& STRATEGY

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# A STRATEGY FOR RECOVERY: STRENGTHENING ACCESSIBILITY

**NOW**

**Monorail connection**  
to Central Railway Station  
**Started on November 18, 2020**  
Running time: **7 minutes**



AEROPORTO G. MARCONI DI BOLOGNA S.p.A.



**BEFORE**

**Bus connection**

City Centre - Central Railway Station  
Every 15 minutes  
Running time: **15/20 minutes**



# A STRATEGY FOR RECOVERY: ADB'S INNOVATION STRATEGIC PLAN (1/2)

## STRATEGIC GOALS

SMART AND DIGITAL AIRPORT

BEING THE "FIRST MOVER"

ENHANCE CUSTOMER EXPERIENCE

DEVELOPING A DIGITAL CULTURE

CREATING AND SHARING VALUABLE KNOW-HOW

## FIELDS OF ACTION

- *Big Data & BI*
- *Communication*
- *Community Relations*
- *Customer Service*
- *Cyber Security*
- *Environment*
- *Internal Systems*
- *Operational Technologies*
- *Technological Infrastructure*

## 2021-2025 MAIN PROJECTS

Development of Technological Infrastructure

Self-Service Technologies, Seamless Experience, A-CDM

Airport Application Programming Interface

Way-Finding and Proximity Marketing

Sustainability Committee and Ongoing Discussions with Local Authorities

Cyber Security: New Generation Firewall

Tech Center and Innovation Hub

Integrated Customer Care, Social Listening and Sentiment Analysis

HIGHLIGHTS  
& STRATEGY

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# A STRATEGY FOR RECOVERY: ADB'S INNOVATION STRATEGIC PLAN (2/2)

## 2021-2025 MAIN PROJECTS



### HIGHLIGHTS

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### SENSOR APPLICATIONS and ADVANCED ANALYTICS

enhance Airport Capacity  
Planning and Management

- Tracking Wifi
- CAST Technology
- Better Forecast cloud-based SaaS application
- Cyber Threat intelligence
- Groundstar

### APPLICATION PROGRAMMING INTERFACE (API)

**Application integration** fully leveraging on available data. **All-in-one-place platform** to improve customer experience.

### OPERATIONAL TECHNOLOGIES

improve traffic flows and  
airport capacity management

**AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)**, also contributing to environment sustainability through an increasing efficiency in fuel consumption

### Focus on COMMON USER TERMINAL EQUIPMENT (CUTE) System

- Touch free and biometrics progress
- Use of mobile devices to interact with any touchpoint
- Self-service solutions

### REMOTE WORKING

- Remote Digital Signature
- SAP Mobile Platform



# A STRATEGY FOR RECOVERY: SOME PILLARS OF THE «BUILDING BACK BETTER STRATEGY»



## Environment protection and climate change mitigation

- Net zero carbon emissions by 2050
- Water management improvement
- Waste management improvement
- Noise management monitoring and improvement

## Development and improvement of network to support ADB's socio-economic role

- Contribution to the development of the territory
- Financially resilient organisation



- Maximization of customer satisfaction
- Safe and responsible travel
- Full and easy accessibility, also by public transport
- Investing in human resources and their development

- Minimization of infrastructural development impact
- Adoption of carbon free technologies
- Continuous innovation and digital transformation



## Delivery of safe, smooth and inspiring PASSENGER EXPERIENCES COMMUNITY building and nurturing

## INFRASTRUCTURE DEVELOPMENT respecting environmental criteria DIGITAL TRANSFORMATION



HIGHLIGHTS  
& STRATEGY

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# A STRATEGY FOR RECOVERY: SOME OF 2020 ACHIEVEMENTS



## Environment protection and climate change mitigation

- 100% of electricity from renewable sources
- -12% of Scope 2 emissions (tCO2)

## Development and improvement of network to support ADB's socio-economic role



- Economic Direct impact: €138 M in terms of GDP (\*)
- Direct impact on occupation: 2,468 employees (\*)



- ACI Health Accreditation
- Mobility management agreement
- "IoMobility Award 2020" winner

- €33 million investments to enhance infrastructures and prepare for next years' recovery
- Digital transformation acceleration



## Delivery of safe, smooth and inspiring PASSENGER EXPERIENCES COMMUNITY building and nurturing

## INFRASTRUCTURE DEVELOPMENT respecting environmental criteria DIGITAL TRANSFORMATION



# ITALIAN STATE AIDS AND EU RECOVERY PLAN FUNDS

## ✈ ITALIAN STATE AIDS

The Italian State Budget Law for the year 2021 (Law n. 178 of December 30<sup>th</sup>, 2020) contains two special measures in support of the airport sector:

- a **€500 MILLION FUND** (of which €450 million for airport management companies and €50 million for handlers) was established within the Ministry of Infrastructure and Transport **to compensate for the Covid-19-related losses**;
- the additional benefits of the “Solidarity Fund for the air transport and airport system sector” also for exceptional wage subsidies between January 1<sup>st</sup> and June 30<sup>th</sup>, 2021.

**Terms and timing** **he for submitting applications for access to the grant, as well as criteria for calculating the grant are still under discussion.**

Also, on 19<sup>th</sup> March the Italian Government approved the decree “Sostegni”, into force since 23<sup>rd</sup> March, which provided for the **refinancing of Covid-19 redundancy fund until 31<sup>st</sup> December 2021**.

## ✈ EU RECOVERY & RESILIENCE FACILITY (RRF)

The RRF may provide critical funding for airports to maintain their investments in sustainability, decarbonization and digitalization in the coming years.

ACI Europe is concerned that unless the Commission urgently clarifies that the current limitations to investment aid set by the 2014 Guidelines (\*) do not apply, **most airports will not be able to access these RFF funding opportunities.**

European airports are therefore trying to reach out to national governments about projects that may be financed under the RRF (eg: projects on carbon management, climate adaptation, noise, waste and water management, biodiversity protection).

(\*) According to 2014 Guidelines, investment aid to airports with more than 5 million passenger per annum is not permitted, “unless in very exceptional circumstances”.

## 2021 TRAFFIC UPDATE



HIGHLIGHTS  
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	Jan-Feb FY 2021	Jan-Feb FY 2020	VAR % 2021/2020
<b>Passengers</b>	<b>138,297</b>	<b>1,294,808</b>	<b>(89.3%)</b>
<b>ATM*</b>	<b>2,003</b>	<b>10,765</b>	<b>(81.4%)</b>
<b>Air Cargo (in kg)</b>	<b>5,734,952</b>	<b>5,672,724</b>	<b>1.1%</b>
<b>Load Factor</b>	<b>52.9%</b>	<b>74.9%</b>	



**In the first two months of 2021 passengers decreased by 89.3% and movements dropped by 81.4% compared to the same period of 2020.**

**On the other hand, cargo traffic increased by 1.1%.**

# RYANAIR SUMMER 2021 SCHEDULE CONFIRMS BLQ MARKET ATTRACTIVENESS

## BLQ: 2<sup>nd</sup> RYANAIR BASE IN ITALY

with a total of 10 based airplanes

(of which 1 additional based airplane starting from 2021 Summer)



In Summer 2021  
**275 FLIGHTS PER WEEK**  
**64 ROUTES**

including 8 new destinations

- ✈ Billund
- ✈ Budapest
- ✈ Chania
- ✈ Minorca
- ✈ Oradea
- ✈ Santorini
- ✈ Sibiu
- ✈ Paphos



HIGHLIGHTS  
& STRATEGY

FY 2020  
FINANCIALS

**2021**  
KEY UPDATES



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**THANK YOU FOR YOUR ATTENTION !**



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