

## Fact sheet – Oslo Airport and the expansion

### Traffic at Oslo Airport:

237,617 arrivals and departures in 2016

16 airlines

145 freight routes

19 long distance routes

69,890 passengers on average per day

96,000 passengers — busiest day in 2016

25,579,491 passengers in 2016

46% women, 54% men

36% business travellers

64% leisure travellers

57% international traffic, 43% domestic traffic

25% transfers

### Top five destinations:

1. Trondheim

2. Bergen

3. Stavanger

4. Copenhagen

5. Stockholm

### Financial results:

In 2016, Oslo Airport saw an income of NOK 5.4 billion.

The profit was NOK 1.9 billion.

## The development

Oslo Airport was first opened in 1998 with a theoretical capacity of 17 million travellers per annum. In 2016, the airport handled more than 25 million passengers.

The new Oslo Airport has been constructed with a theoretical capacity of 28 million passengers. The expectation is that the airport will be able to handle up to 32 million.

The capacity in the departure hall has increased, with 34 new check-in desks

Security has been expanded with 12 new channels

### Catering:

The number of catering places will increase from the current 20 to 37

The number of kiosks will increase from 6 to 10

A total of ten operators will be responsible for 21 shops —there were previously 12 shops.

Some fun facts about catering — last year, more than 7000 cups of coffee and 5000 baguettes were sold per day. Avinor expects this to increase further now that there is more on offer.

## The building

The development has made the terminal at Oslo Airport almost twice as big. The terminal will increase by 117,000 m<sup>2</sup> from 148,000 m<sup>2</sup> to 265,000 m<sup>2</sup>

The North Pier is 300 metres long and has an area of 63,000 m<sup>2</sup>.

The Pier has a total of 17 new gates, 11 of which are connected by a bridge. The gates in the new pier have double the capacity of the original gates and can handle two planes simultaneously.

This solution means that passengers do not have to walk longer distances to reach their planes, as all of the piers are equally long. You can still walk from the train to the check-in desks and to the plane without thinking that it is a long way.

## Costs

The development of the new Oslo Airport has cost NOK 14 billion

The NOK 14 billion has been split between:

- NOK 1.5 billion to keep the airport operating during the development
- NOK 2.5 billion to change the runway and airside systems
- NOK 9 billion for the building and fixtures (including the baggage system, check-in, security etc.)
- NOK 1 billion in finance costs

Financed by aviation fees that the airlines pay and commercial income from shops, catering, parking etc.

## Baggage system:

- Expanded from handling 3000 to 6000 standard bags per hour and 1000 bags for transfer
- From approx. 4 km to approx. 11.2 km of conveyor belts
- Storage capacity of 1500 bags for temporary storage — an increase of 1200 bags
- 5 new belts in domestic arrivals
- 17 baggage lifts
- 34 new check-in desks

The baggage system expansion costed approx. NOK 500 million

## Environmental facts about Oslo Airport

Since 22 January 2016, all airlines that refuel at Oslo Airport receive 1% bio-jet fuel. The airport is the first in the world to do this through its central fuel installations.

The development of Oslo Airport has been selected for the 'Nordic Best Practice' project in new, Nordic guidelines for the procurement of environmentally friendly building materials. This includes how we have proceeded/methods, requirements and results. Here is a link to the report, where best

Nordic practice is taken largely from the T2 project: [http://ngbc.no/wp-content/uploads/2015/10/veileder\\_anskaffelse\\_A4\\_tiltrykkNY.pdf](http://ngbc.no/wp-content/uploads/2015/10/veileder_anskaffelse_A4_tiltrykkNY.pdf)

Innovative energy systems. Thermal energy system; cooling from snow, heating from waste water and the ground. See the separate article.

The North Pier and the Central Building West have been constructed to Passive House standard, which means low energy consumption whilst in operation. As a result of this, the project has received support from ENOVA.

Very high percentage of source sorting of construction waste. Approx. 90%. The regulation requirements state 60%.

Large degree of re-use and recycling of building elements: this is innovative and minimises construction waste. For example, the building wall against the North Pier is now in the veteran car museum. The provisional building over the railway station, which has now been demolished, will become a new barn. All of the concrete that was taken away has been kept for use as quality material. Large parts have already been re-used in the development of new taxiways and other airside installations. Re-use of wood sheets that covered the parquet and stone floors in the construction phase.