



# NET ZERO 2030

## ROADMAP

Commitment to  
Carbon Neutrality  
Scope 1 & 2

July 2025





# Our Vision for a Climate-Resilient Future

Toscana Aeroporti manages the **Pisa (PSA)** and **Florence (FLR)** airports, which together served over 9 million passengers in 2024. Pisa is a regional and international hub, connecting to more than 90 destinations in over 30 countries. Florence serves business and short-haul traffic, acting as a key feeder airport. Both airports are strategically integrated into Tuscany's transport network, enabling multimodal and low-carbon accessibility.

In **2023**, starting from 2022 emissions Co2 baseline, Toscana Aeroporti formally defined its **decarbonization strategy**, outlining the guiding principles, targets and interventions forming the basis of the Net Zero 2030 roadmap. The company is fully committed to achieving **Net Zero emissions for Scope 1 and Scope 2 by 2030**. This ambition is aligned with its long-term development plans and reflects a broader commitment to environmental and social responsibility.



The strategy is anchored in two performance indicators:

- A **progressive reduction in absolute CO<sub>2</sub>e emissions**;
- A decreasing **CO<sub>2</sub>e per passenger ratio**.

The roadmap follows the principles of the **Airport Carbon Accreditation (ACA)** framework, which guides the company's carbon management efforts.

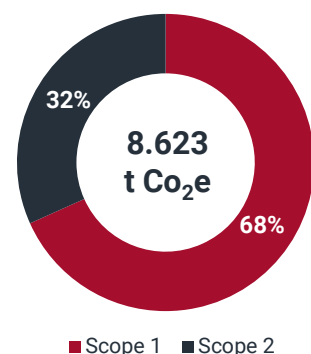




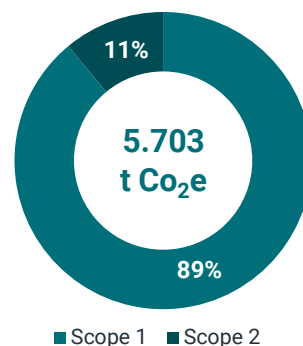
# 2022 Emissions Baseline

In 2022, Toscana Aeroporti generated a total of **8,623 tCO<sub>2</sub>e** from Scope 1 and Scope 2 sources, which serve as the official baseline for the Net Zero 2030 roadmap and the Airport Carbon Accreditation (ACA) process. The emissions profile is broken down as follows:

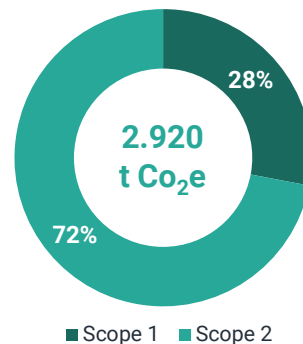
**Toscana Aeroporti**  
Co<sub>2</sub>e Emissions (2022)



**Pisa Airport**  
Co<sub>2</sub>e Emissions (2022)



**Florence Airport**  
Co<sub>2</sub>e Emissions (2022)



**Pisa Airport (PSA)**  
emitted **5,703 tCO<sub>2</sub>e** in total



**5,063 tCO<sub>2</sub>e from Scope 1 (89%)**



**640 tCO<sub>2</sub>e from Scope 2 (11%)**

## Main source

The **on-site gas cogeneration plant**, supplying electricity and heating to airport facilities.

**FLORENCE Airport (FLR)**  
emitted **2,920 tCO<sub>2</sub>e** in total



**826 tCO<sub>2</sub>e from Scope 1 (28%)**



**2,094 tCO<sub>2</sub>e from Scope 2 (72%)**

## Main source

**Electricity purchased** from the national grid, as the airport has no internal generation.



# Roadmap & Strategic Action Areas

Three pillars define the roadmap:



## Energy Transition

PV generation and green sourcing



## Operational Electrification

Vehicles, GPUs, thermal systems



## Residual management

Credible, proportionate offsetting

The decarbonization strategy unfolds in two phases:

### Phase 1 (2024–2026) initiates the transition through:

- Rooftop photovoltaic installations,
- Partial green energy procurement from the grid,
- Introduction of electric vehicles and GPU electrification,
- Progressive reduction in reliance on fossil-fuel-based systems.



### Phase 2 (2027–2030) aims to achieve full operational neutrality by:

- Deploying large-scale solar plants,
- Converting thermal systems to bio-methane and bio-diesel,
- Electrifying the remaining fleet and ground equipment,
- Offsetting residual emissions through verified carbon programs.

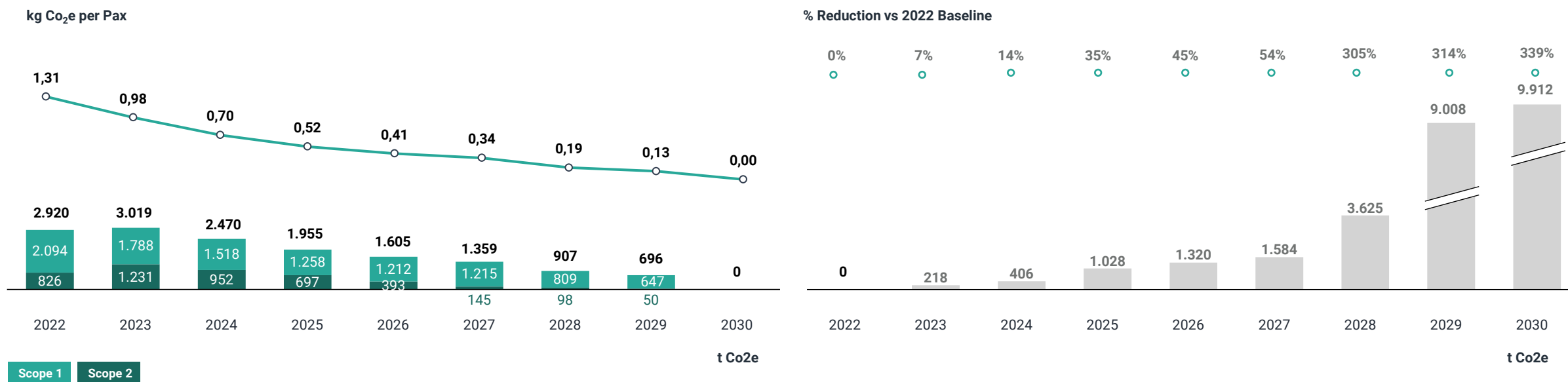


# Emission Reduction Trajectory - FLR

**Florence Airport's** decarbonization path reflects both operational improvements and planned infrastructure developments.

Between 2022 and 2026, emissions from both Scope 1 and Scope 2 gradually decline thanks to the adoption of green electricity, progressive replacement of thermal systems, and the installation of on-site photovoltaic panels.

Starting in 2028, the opening of the new terminal significantly increases electricity demand, which temporarily slows the overall reduction trend in Scope 2 emissions. However, from 2028 onwards, additional large-scale PV systems and further electrification measures lead to a steep drop, reaching zero emissions by 2030.



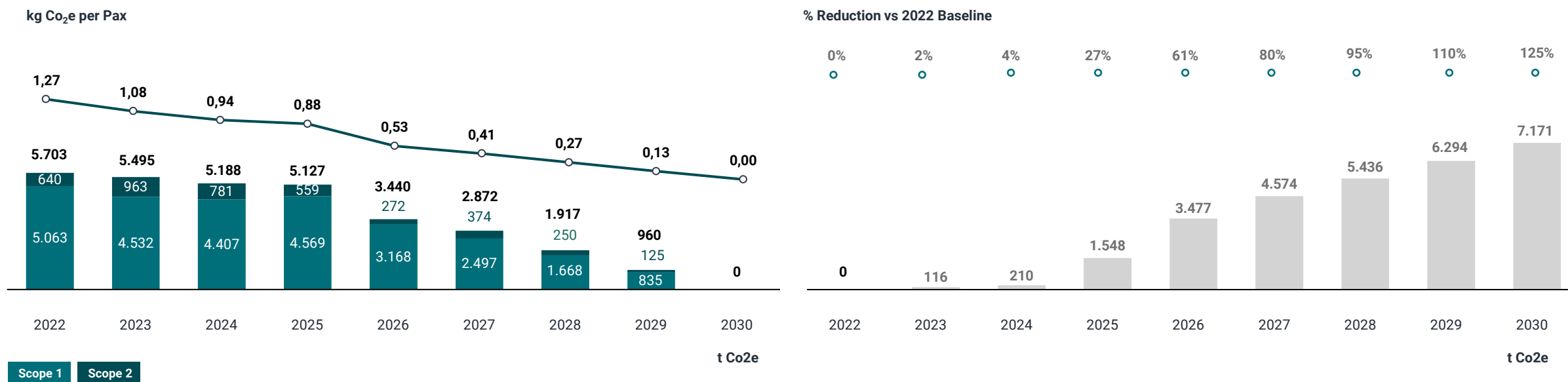


# Emission Reduction Trajectory - PSA

The decarbonization pathway at **Pisa Airport** is structured around a progressive transformation of its energy and operational systems.

From 2022 onward, emissions are reduced through measures such as the electrification of airport vehicles and GPUs, increased use of green electricity, and the gradual replacement of fossil fuels with biomethane in the existing cogeneration plant.

In 2027, a rise in energy demand is expected due to the completion and opening of the expanded passenger terminal. Nevertheless, the strategy is designed to continue reducing overall emissions, thanks to the integration of large-scale photovoltaic systems, the electrification of remaining ground operations, and the full adoption of low-carbon fuels.



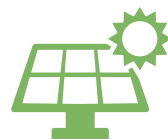


# Roadmap & Strategic Action Areas

As of 2025, Toscana Aeroporti has already achieved significant progress along its decarbonization pathway:



The share of certified **green electricity** has reached **40%** of annual consumption at both airports, following multi-year procurement contracts.



At Florence Airport, the **first rooftop photovoltaic system** will be completed and commissioned, marking the start of on-site renewable energy generation.



Project planning and permitting for **large-scale PV systems** are in an advanced phase.



**Initial batches of electric vehicles** are already in use, and **electric Ground Power Units (eGPU)** have been implemented at Florence.



At Pisa, the energy mix is being further optimized with the **planned introduction of biomethane** into the cogeneration plant.





Thank you!

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