

Our Journey to Net Zero



THE
Shannon
AIRPORT GROUP



THE SHANNON AIRPORT GROUP

Shannon Airport, situated in County Clare, Ireland, is not just a gateway to the world but also a hub of economic activity. The Shannon Airport Group (herein referred to as the Group), which owns and operates the airport, is dedicated to facilitating international trade and tourism by providing seamless connectivity and state-of-the-art infrastructure. In addition to managing the airport, the Group also runs a thriving commercial property business, which offers a range of services and facilities to businesses seeking to establish or expand their operations in Shannon and across the Midwest of Ireland. With a focus on promoting sustainability and innovation, the Group plays a vital role in driving growth and development for our region and beyond.



STRATEGIC PRIORITIES

OVERVIEW

2.1m
PASSENGERS
(2024)



3.5m
SQ FT OF
BUILDINGS



THE SHANNON AIRPORT GROUP HAS AN ECONOMIC FOOTPRINT OF

€3.96bn
TO IRISH GDP



20,330
JOBS



THE SHANNON AIRPORT GROUP HAS A GHG EMISSION FOOTPRINT OF

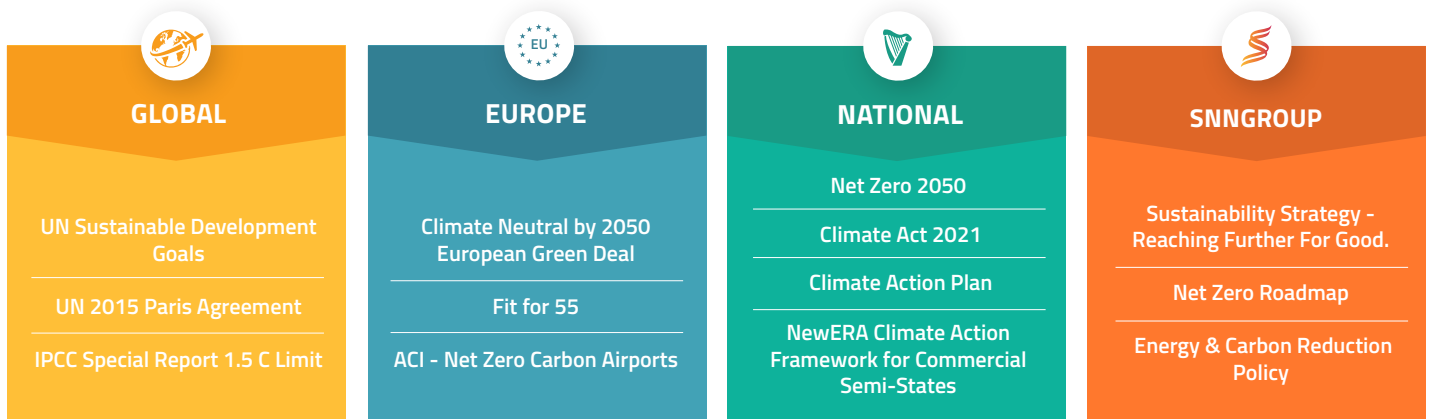
3,809
TONS CO₂
(2024)



42%
REDUCTION CO₂
v BASELINE

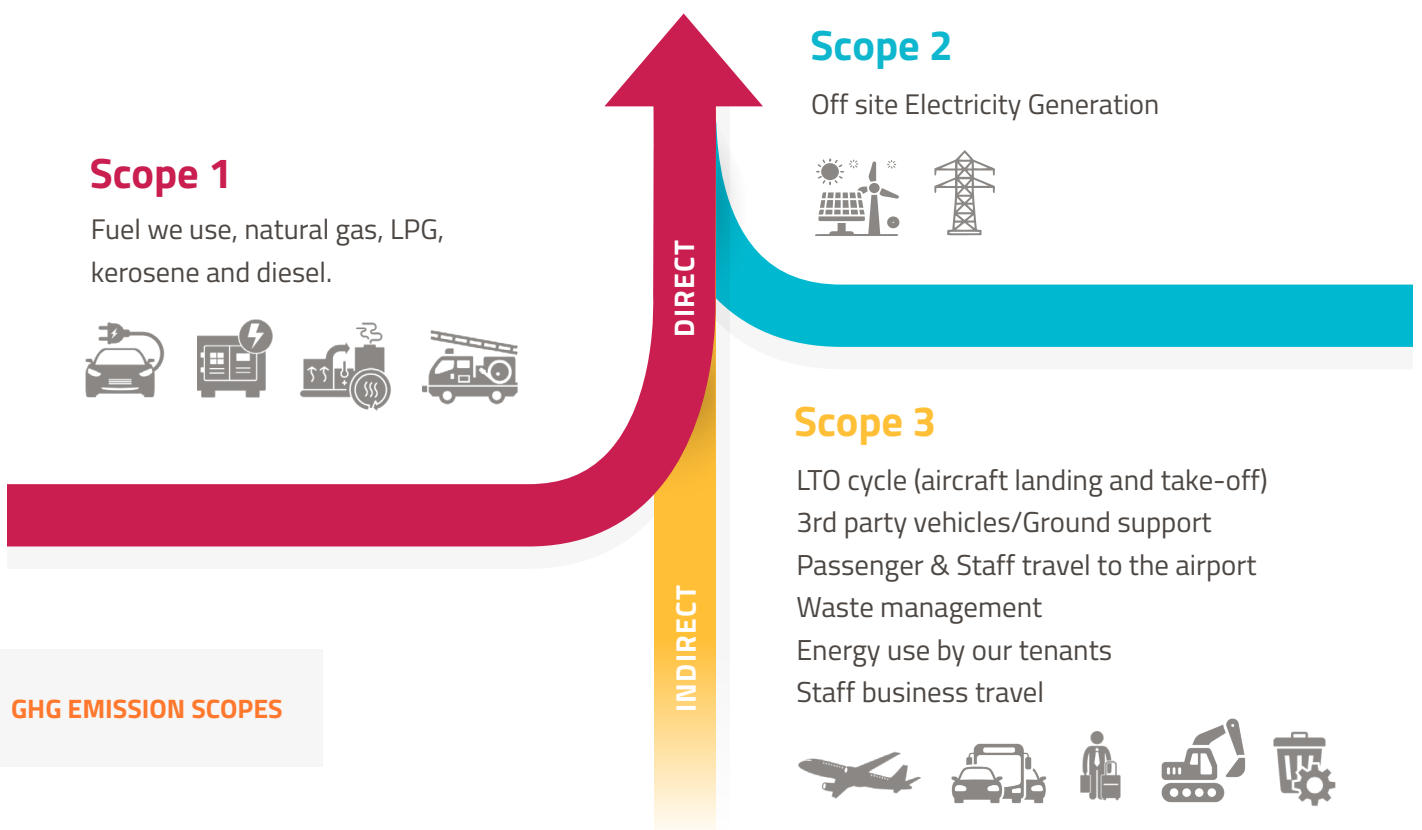


CLIMATE POLICY CONTEXT



GREENHOUSE GAS EMISSION SCOPES

The Group has defined its footprint by following the principles of the GHG Protocol and our sources of emissions have been grouped into 3 categories, Scope 1, 2 & 3. It is important to note that the Group does not have an equal level of control or responsibility over each source of emission. Scope 1 emissions are those which the Group emits directly and has most control over. Scope 2 are those which the Group emits indirectly, i.e the emissions are generated off-site but the Group has responsibility for. Scope 3 are generated off-site, up and down the value chain of the Group. These emissions are a consequence of the Groups activities but occur from sources not owned or controlled by the Group.

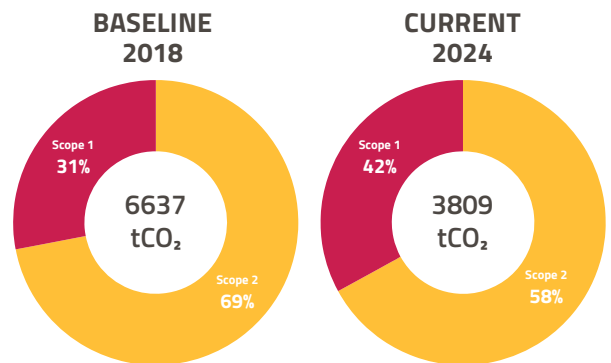


GREENHOUSE EMISSION FOOTPRINT

We calculate our scope 1&2 GHG emission footprint annually and we report under the SEAI Public Sector monitoring and reporting system and Airport Carbon Accreditation Programme.

Scope 1 - Fuel we use in heating our buildings, vehicles and fire training - (natural gas, LPG, kerosene and diesel)

Scope 2 - Electricity we import from the National Grid.



OUR CLIMATE TARGETS

The IPCC recommends that to limit global warming to +1.5°C, we need to reach Net Zero Greenhouse Gas (GHG) emissions by 2050.

The Group has aligned its climate action ambition with the IPCC recommendation and with the national climate objective to achieve Net Zero by 2050 at the latest.

Under the NewERA Climate Action Framework for Commercial Semi-States the Group has committed to measuring its GHG emissions and adopting the Government emission reduction targets for the public sector of a 51% reduction in GHG emissions by 2030. Our baseline has been set from an average year between 2016 & 2018.

This 51% reduction target relates to emissions under the control of the Group i.e.: direct emissions, Scope 1 (Thermal & Transport) and indirect emissions Scope 2 (Grid Electricity).

To achieve our 2030 targets we will need to reduce our emissions as follows:



Note: The Group will limit overall Scope 1 & 2 emissions in line with grid decarbonisation. The reduction target for Scope 1 & 2 emissions combined takes into account the decarbonisation of the national grid., as fossil fuels are phased out. SEAI estimate that the grid will decarbonise by approx. 77% and this has been accounted for within our Scope 1 & 2 combined target.

OUR ROADMAP TO NET ZERO

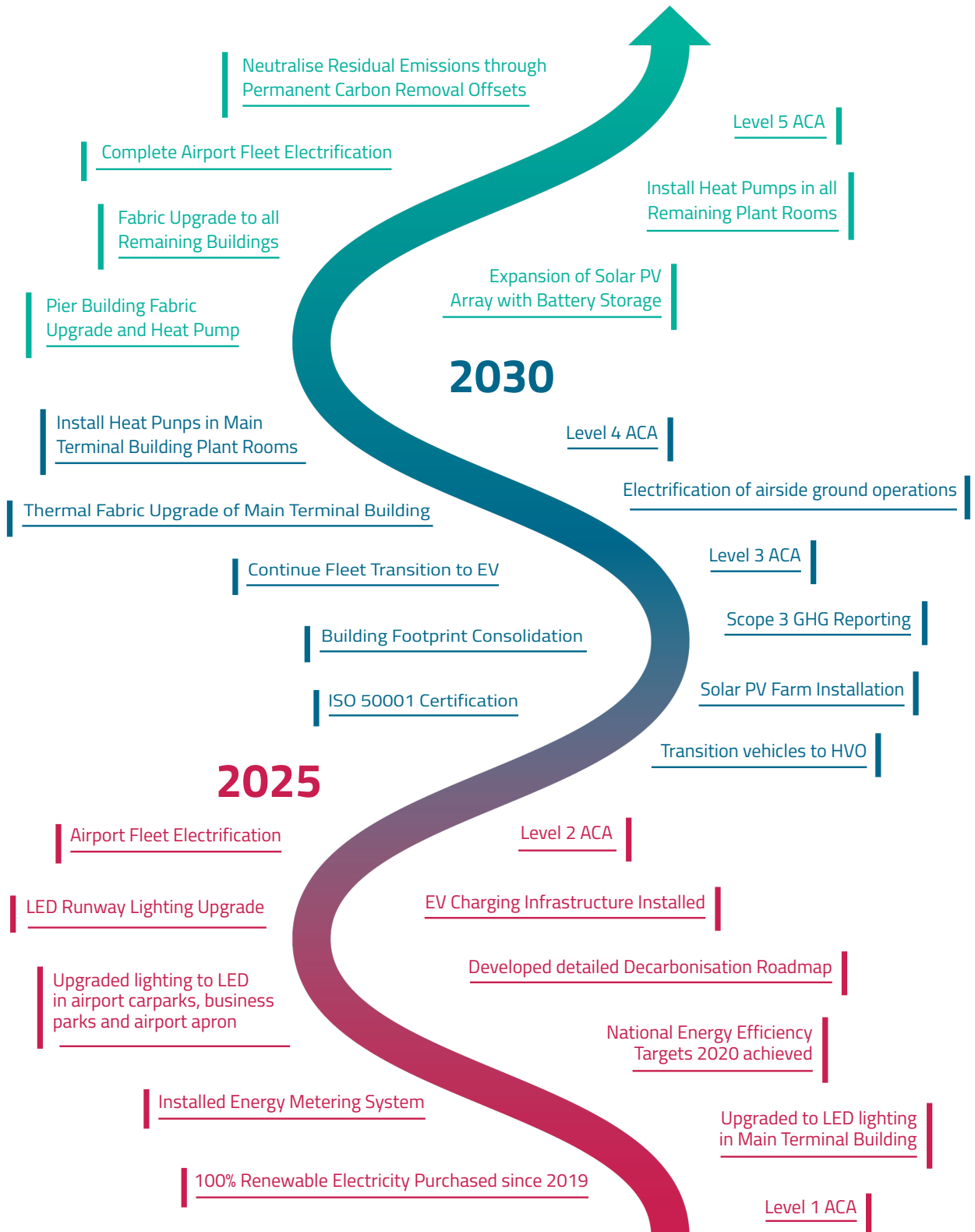
SCOPE 1&2

2050 - NET ZERO

PLANNED 2030-2050

IN PROGRESS 2025-2030

PROGRESS TO DATE 2025

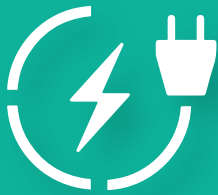


SCOPE 3 EMISSIONS

We aim to complete our mapping of scope 3 emissions in 2025.

We will take action on Scope 3 emissions by raising awareness amongst our partners and fostering collaboration to reduce the emissions that we have most influence over.

We will work with our partners to take action on the focus areas below:



Electrification of airfield

Ground handling charging facilities

Power to parked aircraft



Retrofitting commercial property

Energy upgrades

Renewable energy



Passenger surface access & staff commuting

Public transport options

EV charging facilities



Sustainable Aviation Fuel

Continue to work with Shannon Estuary Economic Taskforce, Government and industry to enable the deployment of SAF



Low carbon construction

Circular design

Reuse and recycling



Future aircraft technology

Continue collaboration with FMCI, ESB and others

Align our future infrastructure strategy with emerging technologies