Carbon Management Plan 2024

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1. Introduction

1.1 Purpose of Carbon Management Plan

The purpose of this Carbon Management Plan (CMP) is to demonstrate the efforts taken by Edinburgh Airport (EDI) to reduce its carbon footprint, in addition to detailing the emission reduction plans supporting the airport's Net Zero Strategy. The CMP outlines the efforts to reduce Scope 1 and 2 emissions, directly controlled by the airport, as well as Scope 3 emissions from third parties which can be influenced by the airport. As outlined in EDI's 2021 CMP, the plan shall be reviewed on an annual basis, and in line with the Airport Carbon Accreditation guidance, the plan shall be updated at least every three years.

The CMP outlines the:

- Governance structure including the responsibility of carbon emission reduction initiatives;
- Carbon emission reductions targets;
- Carbon emission reductions achieved to date;
- Future initiatives to reduce carbon emissions; and
- Internal and external auditing procedures.

The progress of the CMP will be monitored through the annual carbon footprint, which will be the primary way of monitoring carbon reduction and performance against targets. The carbon footprint is calculated internally by EDI and verified by a third party to ensure accuracy and robustness of data.

1.2 Profile of Edinburgh Airport

EDI is Scotland's busiest airport, as well as the 6th busiest airport in the UK. It is located 13 km West of Edinburgh city centre, covering approximately 341 hectares. In the North, the airport is bordered by the River Almond, while the Gogar Burn runs through the airport grounds and into the river. The airport is well connected to several of Scotland's cities through public transport links including buses, trams, and trains. The airport also sits at the intersection of three principal motorways, providing good connection via public buses and private vehicles.

The terminal building and main runway were constructed in 1977, and the terminal occupies 3.8 hectares with a gross floor area of 71,280m². The operational runway, Runway 06/24, is 2,557 meters long and aligned in a South-West/North-East direction, suitable for the prevailing wind. The runway handles up to 55 movements per hour and the airport currently connects Scotland with 42 countries via 35 airlines serving 152 destinations. In 2023, the airport saw a total number of 115,000 aircraft movements (17% up from 2022), with an equal split between the number of arrivals and departures.

In 2023, EDI had approximately 14.4 million passengers in total, almost reaching the pre-covid all-time high number of 14.7 million on 2019. Of the 14.4 million, 10.1 million were international with 4.3 million being domestic; this represented year-on-year growth of 28% for international passengers and 39% year-on-year growth for domestic demand. In 2024, passenger numbers are projected to surpass 15 million, and the airport is carrying out several projects to accommodate this growing traffic.

1.3 Greater Good Strategy

In 2021, EDI's Greater Good Sustainability Strategy was launched, outlining targets to be taken across the airport and seeks collaboration with the government, industry organisations, stakeholders, and communities, centred around four pillars. After reviewing progress on all goals and releasing annual sustainability reports in 2021, 2022 and 2023, a materiality assessment was conducted in spring 2024 to feed into the second version of the Greater Good Sustainability Strategy.

1.4 Net Zero

Edinburgh Airport's Net Zero Strategy, published in 2023, outlines three clear milestones to reach net zero by 2045, in line with the Scottish Government's target. These milestones include net zero for scope 1 & 2 emissions by 2030, net zero for scope 3 emissions excluding air traffic movements by 2040 and including air traffic movements by 2045. As outlined in the Edinburgh Airport Net Zero Strategy, the interim targets see a forecasted emission reduction against the 2019 baseline as:

2025	**2030**	**2035**
scope 1: 6% reduction	scope 1: 6% reduction	scope 1: 91% reduction
scope 2: 35% reduction	scope 2: 35% reduction	scope 2: 19% reduction
scope 3: 3% reduction	scope 3: 3% reduction	scope 3: 26% reduction

As detailed in the Net Zero Strategy, EDI has achieved Carbon Neutral status (PAS2060 verified) since 2021 and continues to maintain this status through offsetting, as outlined in the annual Qualifying Explanatory Statements.

1.5 Policy Drivers

EDI's CMP has been developed in line with national and international drivers outlined below.

National Legislation, Certification and Reporting Frameworks

- Climate Change Act 2008: Under the Act, the UK is legally required to reduce greenhouse gas emissions by at least 100% by 2050 on 1990 levels.
- The Climate Change Act 2008 (2050 Target Amendment) Order 2019 commits to net zero greenhouse gas emissions by 2050.
- Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 commits to net zero greenhouse gas emissions in Scotland by 2045
- Streamlined Energy and Carbon Reporting (SECR): a mandatory energy and carbon reporting for companies in the UK that meet at least one the requirements.
- Energy Saving Opportunity Scheme (ESOS): a mandatory energy assessment scheme for companies in the UK that meet at least one the requirements.
- Task Force on Climate Related Financial Disclosures (TCFD): climate-related financial disclosure recommendations designed to help companies provide better information to support market transparency and more informed capital allocation.

International Legislation, Certification and Reporting Frameworks

- EU Corporate Sustainability Reporting Directive (CSRD): Requires reporting on sustainability metrics as part of annual directors' reports.
- United Nations Sustainable Development Goals (UN SDGs): The 2030 Agenda for Sustainable Development, adopted by all United Nations members in 2015, created 17 world Sustainable Development Goals.
- Airport Council International Airport Carbon Accreditation (detailed section 1.6)
- Science Based Targets initiative: drives ambitious climate action in the private sector by enabling organizations to set science-based emissions reduction targets.

1.6 Airport Carbon Accreditation

The Airport Carbon Accreditation (ACA) is the only international carbon management certification specifically for airports. It is administered by the Airport Council International (ACI) and has seven levels of accreditation. EDI achieved ACA Level 4 (Transformation) in 2024, which required evidence

of carbon emission reduction initiatives and partnership with third parties to drive emission reductions in the airport's scope 3 emissions.

2. Carbon Emissions Management

2.1 Carbon Emission Sources

EDI's carbon footprint is reported in line with the guidance from the Greenhouse Gas Protocol and ISO 14064 Greenhouse Gas Accounting and includes the following emissions sources:

Scope 1 – Direct Emissions
- Utilities
- Operational Vehicles
- Airport De-icer
- Fire Training

Scope 2 – Indirect Electricity Emissions
- Electricity

Scope 3 – Indirect Emissions (Third Parties)
- Aircraft Movements
- Passenger Surface Access
- Waste
- Utilities
- Staff Commute
- Homeworking
- Operational Vehicles
- Aircraft Engine Testing
- Business Travel

In line with the GHG Protocol, EDI's carbon footprint is reported as tonnes of carbon dioxide equivalent (tCO$_2$e), which is the universal measurement of emissions from six greenhouse gases (CO$_2$, CH$_4$, N$_2$O, HFCs, PFCs, SF$_6$). Note that where this CMP refers to "*carbon*", such as *carbon footprint*; *carbon management*; and *carbon reduction measures*, this encapsulates all six greenhouse gases, however, the term "*carbon*" has been used for shorthand.

2.2 Carbon Footprint Baseline

EDI's carbon footprint baseline is 2019, which was 194,467 tonnes of carbon dioxide equivalent (tCO2e) (location based) and 187,496 tCO2e (market based) (Figure 1). These emissions include third party emissions covered in scope 3.
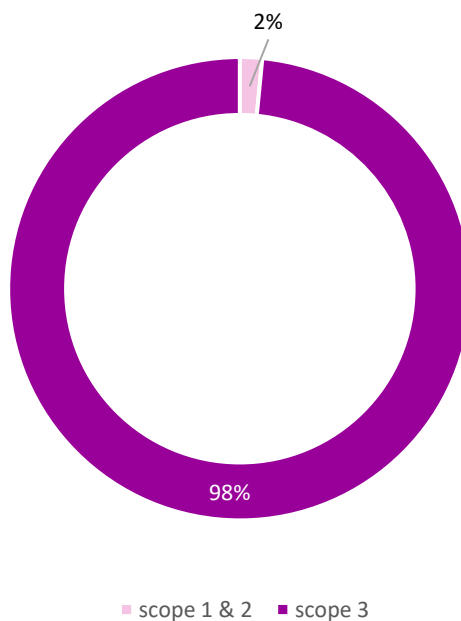
EDI Carbon Footprint 2019 Baseline

Figure 1 2019 baseline (tCO2e), market-based emissions

2.3 Carbon Footprint Profile

Since the 2019 baseline, EDI has reduced emissions year on year (Figure 2). Specifically, in 2023 the emissions within EDI's control in the scope 1 and 2 emissions categories (Table 1) were 89% less than they were in 2019 (2,944 tCO_2e). This can be attributed to the reduction in emissions associated with airport owned operational vehicles whereby HVO and electric vehicles have replaced diesel vehicles. This reduction is also due to a reduction in emissions associated with utilities whereby EDI moved away from natural gas to use biogas in addition to reducing gas usage. From 2020 to 2022, EDI's carbon footprint reduced greatly due to the COVID-19 Pandemic which saw travel bans, grounding aircraft across the world. There are many lessons that have been learnt from this period, including areas of EDI's carbon footprint that reduced during the pandemic.

In 2023, the scope 3 emissions were 199,811 tCO_2e (location-based emissions excluding CCD) (Table 1). This is a 7% increase in scope 3 emissions from 2019 figures (Figure 2), resulting in an increase of 12,832 tCO_2e. The biggest reduction comes from employee commute which is 84% less than in 2019; followed by a 49% reduction in emissions from third parties' operational vehicles resulting from the switch to electric vehicles. There was also a 7% reduction in emissions from utilities including energy and gas use by third parties resulting from energy efficiency measures which have been implemented. Lastly, there was a 7% reduction in passenger surface access resulting from the improved public transport links to the airport since 2019 which includes more bus links, and more regular trams.
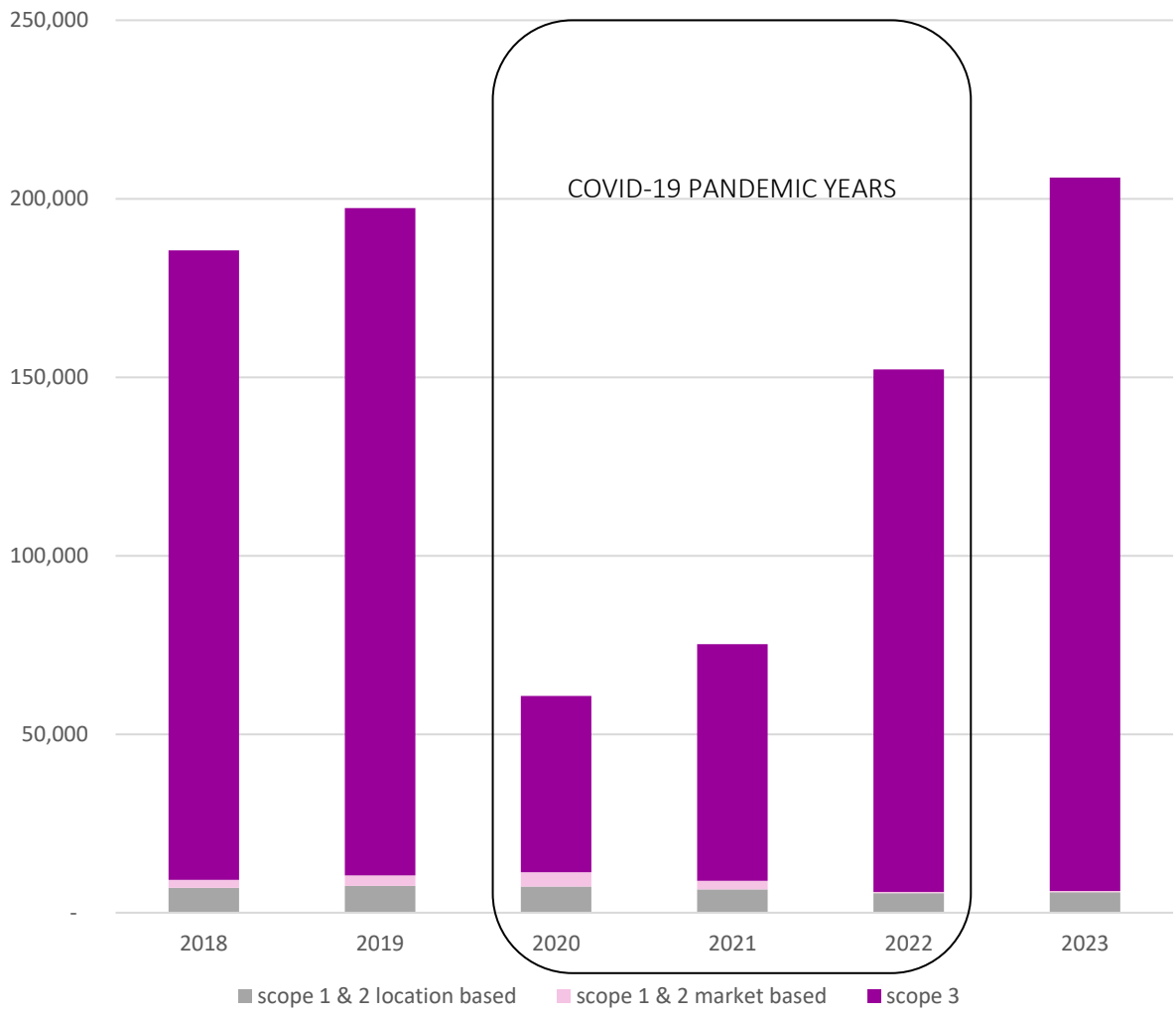
Figure 2 EDI Carbon Footprint Profile

Table 1 2023 Carbon Footprint

	Location based emissions (tCO₂e)	Market based emissions (tCO₂e)
Scope 1		
Airport Natural Gas	2,066	2
Airport De-Icer	68	68
Airport Owned Operational Vehicles	79	79
Refrigerant Gases	130	130
Fire Training	40	40
Scope 2		
Airport electricity	3,379	-
Scope 3 in line with ACA Reporting		
Aircraft movements	132,949	132,949
Passenger surface access	28,791	28,791
Purchased goods and services	19,019	19,019
Well-to-tank	6,856	6,856
Waste	5,497	5,497
Utilities	4,698	2,732
Employee commute	1,094	1,094
Third party operational vehicles	388	388
Business travel	305	305
Aircraft engine tests	169	169
Water (supply and sewage)	72	72
Homeworking	45	45

3. Governance, Communications and Auditing of the Carbon Footprint

3.1 Governance Overview

Successful implementation of this CMP requires commitment from disciplines across the organisation including EDI's Board; Executives and senior leaders; and employees from multiple different teams. The success of the CMP also requires clearly defined responsibilities to ensure ownership of each emission reduction initiative. The carbon reduction initiatives are driven by the Sustainability Team, led by the Head of Sustainability and the Chief Communications and Sustainability Officer and include the Senior Carbon Manger who leads development and implementation of the airport's decarbonisation plan, as well as the Sustainability Engagement Manager who supports engagement with internal and external stakeholders of the carbon reduction initiatives.

Additionally, the carbon reduction initiatives are supported by teams from across the airport, some of which are listed below:

- the Engineering Team and the Environment, Health, and Safety Team, both led by the Chief Technical Asset Officer;
- the Capital Projects Team led by the Chief Technical Officer;
- the Finance team led by the Chief Finance Officer;
- the Procurement team led by the Head of Procurement;
- the Airport Operations Team led by the Head of Airport Operations and Services; and
- the Airside Operations Team led by the Head of Airside Operations.

These teams join various internal groups to progress emission reduction initiatives as outlined below.

The Board

The Edinburgh Airport Board has ultimate ownership of EDI's sustainability initiatives including the delivery of the Greater Good Strategy, and as such sustainability is a standing item on the Board's meeting agenda. This ensures that sustainability factors, including carbon reduction initiatives are considered in the Board's decision making and actions are co-ordinated across the business.

The Board Sustainability Subcommittee

Following the launch of the Greater Good Sustainability Strategy, the Board Sustainability Subcommittee was created to hold responsibility for matters relating to sustainability including delivery of the strategy and as such they also oversee progress of the airport's carbon reduction initiatives.

The committee includes:

- Board members;
- Chief Executive Officer;
- Chief Executive;
- Chief People Officer;
- Chief Finance Officer;
- Chief Technical Officer;
- Chief Communications and Sustainability Officer; and
- Head of Sustainability.

Sustainability Executive Forum

The Sustainability Team meet monthly with the airport's Executive team to provide them with updates on internal sustainability performance and on actions under each of the Greater Good Sustainability

Strategy's pillars. This includes the Zero Carbon Pillar and updates on carbon reduction initiatives. The forum is chaired by EDI's Chief Executive Officer and includes Directors and Heads of departments.

The Audit and Risk Committee

This Audit and Risk Committee is comprised of members appointed by the Board of the Airport, and it meets each quarter throughout the year. Within the context of sustainability, the committee reviews the content of sustainability-related disclosures in the annual financial statements, as well as reviewing the internal controls that ensures the sustainability information is reliable and complete and identifies risks and opportunities for the business with regards to climate change.

Finance and Procurement Sustainability Forum

The Finance and Procurement Sustainability Forum is held once a month and includes the Finance Director along with senior members of the Finance Team, the Procurement Team, and the Sustainability Team. The forum provides an opportunity for internal stakeholders to discuss initiatives relating to carbon reduction measures and to ensure accurate reporting of the carbon footprint.

Carbon Club

The Head of Sustainability and the Senior Carbon Manager meet monthly with members of the Finance Team who oversee the calculation of EDI's carbon footprint. The purpose of the Carbon Club is to track progress in EDI's carbon accounting and reporting, ensuring that any updated methodologies and assumptions are shared.

Energy Taskforce

A monthly meeting is held by EDI's Energy Optimisation Manager to provide an update to The Business Partners and Sustainability Team on the progress of ongoing projects to reduce energy usage on site. This includes a site walkaround to highlight measures taken to reduce energy consumption.

Energy Forum

A monthly energy forum is held by the Finance Business Partner to summarise the airport's gas and electricity use and to forecast utility use for the months ahead. The Forum provides an opportunity for internal stakeholders to review the utility consumption and understand if and why anomalies exist.

3.2 Communicating EDI's Carbon Footprint and Carbon Reduction Initiatives

The following lines of communication are used to share EDI's carbon footprint and carbon emission reductions with both internal and external stakeholders.

Annual Greater Good Sustainability Reports

The annual [Greater Good Sustainability Reports](#) provide an update on the sustainability performance of the airport, referring to the actions and key performance indicators (KPIs) outlined in the Greater Good Sustainability Strategy including achieving net zero. The reports are publicly available on the [sustainability section of the Edinburgh Airport website](#) for both internal and external stakeholders viewing. EDI monitors and discloses the following metrics annually in the annual Sustainability Reports, which assists in understanding climate-related risks:

1. Direct and indirect greenhouse gas (GHG) emissions (Scope 1, 2 and 3)
2. Emissions intensity (per passenger)
3. Energy consumption
4. Waste generation, disposal, and intensity (per passenger)
5. Water consumption and intensity (per passenger)

Industry Sustainability Groups

EDI is a member of several industry and inter-industry sustainability groups and committees where carbon emissions reduction targets and initiatives are shared. For example, EDI attends the Scottish Airports Environmental and Sustainability Group (SAESG) each quarter. The SAESG provides an opportunity for Scottish Airports to collaborate and optimise resources to drive sustainability initiatives. EDI is also a member of the Sustainable Aviation Group which meets quarterly and includes other British airports and airlines. The group enables open dialogue between airports and airlines and gives both the opportunity to knowledge share carbon reduction initiatives.

Workshops

EDI occasionally holds workshops with third parties and external stakeholders. For example, in February 2024 a Science Based Targets initiative (SBTi) workshop was held by Edinburgh Airport. The attendees included airlines and ground handlers with the main content of the workshop outlined the carbon emission reduction activities that are being undertaken by both the airlines and the ground handlers with an aim for the airport to set SBTi-aligned targets.

3.3 Audits and Assessments

To track progress and identify areas of improvement required with regards to carbon management, various audits, assessments, and reporting is completed as outlined in this section.

Internal Carbon Audit

To provide additional assurance to the Edinburgh Airport Board on actions taken to deliver the Carbon Management Plan, a review focusing on Sustainability and associated initiatives is included within the Internal Audit Plan each year. Different areas for consideration include:

- Testing the completeness and accuracy of data and calculations used for external reporting purposes;
- Reviewing the appropriateness of the sustainability governance process;
- Assessing the extent to which sustainability is embedded in critical business processes (for instance, the capital investment programme); and
- Reviewing the process to capture and quantify sustainability risks (including transition and physical risks).

In 2023, the Internal Audit considered the internal controls and processes in place to mitigate the risks associated with the data collection and reporting of campus waste management and tested the robustness and completeness of data and calculations used to calculate emissions relating to aircraft movements, third party operational vehicles and aircraft engine testing. Areas for improvement are highlighted to management, with relevant action plans put in place.

More recently, in 2024 the Internal Audit reviewed the data collection, analysis and reporting of the airport's carbon footprint. The first phase of the audit specifically focused on emissions from the aircraft movements during landing and take-off cycle (LTO) as well as aircraft testing (both scope 3 emissions). This phase also reviewed data collection and reporting on the fuel used by operational vehicles owned by the airport (scope 1 emissions) and third parties' (scope 3 emissions) including ground handlers; cargo handlers; caterers; and aircraft fuel providers. Future phases of the Internal Carbon Audit propose to include a review of data on the refrigerant gases (scope 1 emissions); surface access (scope 3 emissions); and water supply and treatment (scope 3 emissions).

External Carbon Audit

An external audit of the airport's carbon footprint and the associated data sources is completed annually by a third party. The audit is completed in line with the GHG Protocol; the DEFRA Guidelines and ISO 14064-3: 2019, the standard for the validation and verification of GHG assertions. The audit reviews and verifies the airport's scope 1, scope 2 and scope 3 emissions including the collection, aggregation, and analysis of quantitative data. The audit involves detailed data sampling for emissions sources which account for 95% of the airport's total location and market based GHG emissions inventories. This includes an onsite audit involving discussions with staff from the airport regarding:

- To inspect completeness of inventory (via shared folders);
- Interview site personnel to confirm operational behaviour and standard operating procedures;
- Operations and activities relevant to emission sources, sinks and reservoirs (SSRs);
- Physical infrastructure;
- Processes and material flow that impact emissions;
- Scope and boundaries; and
- Calculations and assumptions made in determining the carbon footprint data, emissions and, as applicable, emission reductions and removal enhancements.

Following completion of the external carbon audit, any findings are shared, and amendments made to the carbon footprint if required, followed by issuing of the verification report from the third-party.

Climate Change Risk Assessment and Adaptation Report

Under the UK Government's Adaptation Reporting Power (ARP), the airport voluntarily completed a climate change adaptation report in 2021, considering the physical climate risks to the airport's infrastructure and operations. Additionally, in 2022, EDI completed a climate change transition risk assessment where the financial impact of multiple long term climate change and decarbonisation scenarios was considered.

This year, the airport's climate change risk register was updated to include physical and non-physical risks. This fed into an updated version of the airport's Climate Change Adaptation Report in line with the UK Government's fourth round of reporting under the ARP. Analysis on the financial impact of the businesses transition and physical risks was also undertaken as part of this exercise.

Streamlined Energy and Carbon Reporting

Edinburgh Airport's energy consumption and carbon emissions are reported and verified against the Streamlined Energy and Carbon Reporting Regulation (SECR). A third-party consultant verifies the airport's emissions and energy consumption through SECR.

Energy Savings Opportunity Scheme

Edinburgh Airport has undergone the Energy Savings Opportunity Scheme (ESOS) audit and completed phase 3 as part of this. Notification of compliance with ESOS has been submitted.

Task Force on Climate-related Financial Disclosures (TCFD)

To support the Airport's push towards a sustainable future, a significant addition to the 2021 group financial statements was the inclusion of reporting against the Task Force on Climate-related Financial Disclosures ('TCFD') framework. These disclosures represent a voluntary, early adoption of this reporting framework and the disclosures have been expanded to capture the output of the climate change transition risk scenario modelling exercise.

Environmental Management System (ISO 14001)

Edinburgh Airport is accredited to ISO 14001 and conducts regular internal audits and has an external surveillance audit conducted on an annual basis. Each Department is audited along with the Aspects & Impacts Registers.

Building Management System

Any changes in energy consumption or carbon emissions are tracked through the airport's Building Management System (BMS) system which detects any unusual activity. This allows for any faults to be quickly identified and action taken to amend them.

Training

To ensure that EDI's sustainability and finance teams stay up to date on the most recent advances in carbon legislation, footprint, reporting and best practice, training is completed as when deemed necessary. For example, seven employees completed the *Institute of Environmental Management and Assessment's Carbon Footprinting and Reporting Course* in August 2024.

4. Carbon Reduction Projects and Initiatives

Action has been taken to reduce scope 1 and scope 2 carbon emissions from across the airport's operations. Additionally, the airport has worked with third parties including campus partners and suppliers, to reduce scope 3 carbon emissions. Examples of these carbon reduction projects are outlined below, along with ongoing work.

4.1 Scope 1 Emissions

Airport Owned Operational Vehicles

The Airport continues to exchange operational vehicles from diesel and hydrotreated vegetable oil (HVO) to electric as part of a rolling vehicle replacement programme. As a business, EDI no longer procure fossil fuelled vehicles and equipment where a suitable electric option exists. Where it can, EDI continues, to use sustainably sourced HVO as an alternative to diesel in operational vehicles. In 2023 over 70% of operational vehicles ran on HVO, with the remainder on diesel, and in the first quarter of 2024 80% of airport owned operational vehicles ran on HVO fuel. The Vehicle Asset Replacement strategy will see the replacement of vehicles across campus as many of the existing vehicles are no longer fit-for-purpose. The project includes the replacement of existing vehicles with two hybrid diesel vehicles for the airside operations department which will result in an annual reduction in carbon emissions of approximately 21,423 $kgCO_2e$.

Similarly, the airport owned buses are being replaced with electric buses, of which there are now four electric buses on campus. The purchase of the four fully electric airside buses, has removed diesel fuelled buses with an approximate emission reduction of 40,000 $kgCO_2e$ per annum. The attached airside vehicle register illustrates the four EV coaches.

In 2023, the Airport installed 40 new EV chargers across two car parks for staff and passenger usage, which combined with the additional EV chargers added in 2024 takes the total number of EV chargers installed both landside and airside to 99. This drive to install EV chargers was paired with a salary sacrifice EV purchase scheme for staff.

Fire Training Equipment

One of the projects being invested in is the replacement of fire training apparatus and training equipment to eradicate carbonaceous burning from the campus. This includes the replacement of the fire training rig to allow continued provision of fire-training transition and enhancement of eternal training and the elimination of carbonaceous burning. The carbonaceous fire behaviour unit will be replaced with a new smaller LPG unit, removing the need to use approximately 72-120 litres of diesel per annum equating to 180 – 301 kg CO_2e. Additionally, from 2024 the Fire Training will use Bio-LPG.

4.2 Scope 2 Emissions

On-Site Airside Solar Farm

In early 2024, the airport's 9.7 MWp on-site solar farm became live, it is expected to generate approximately 25% of the airport's energy needs in its first year. The aim is that further solar developments onsite will contribute to generating approximately 60% of the airport's energy needs by 2030.

Renewable Energy Procurement

Additionally, to reduce the carbon emissions from the airport's energy use, all purchased energy procured comes from 100% green energy through a green electricity tariff as certified by REGO.

Energy Consumption

The airport Energy Task Force complete campus engagement walk-arounds to identify opportunities to improve energy efficiency and reduce energy consumption. One example where electricity consumption is being reduced on campus is through the reduction of lighting and the replacement of halogen lights with LED lighting to improve energy efficiency. Several back of house areas around the EAL campus had fluorescent, filament, and halogen type lighting. This lighting is inefficient and consumes more energy, has a shorter lifespan than LED lighting, and is costlier to run. Approximately 590,600kWh is consumed per year, resulting in a cost of £188,992 per annum for a total of 1,966 light fittings (including emergency lights) in the areas within the scope of this project. There was an opportunity to reduce electricity consumption, carbon emissions, and electricity costs by switching to LED's. On average, LED's use up to 50% less energy than traditional incandescent bulbs and last, on average, 25 times longer.

The project worked towards upgrading all outstanding lighting within various areas across the campus as part of a phased programme over 2023 to replace all lighting on campus with modern energy efficient LED and additional lighting controls. A total of 1017 lights have now been replaced, calculating a saving of 191 megawatts of electricity consumption per annum. Some of these also include presence detection LED lights, which have already been installed in the Air Traffic Control Tower.

4.3 Scope 3 Emissions

Campus Partner Sustainability Standard

Campus Partners (who have a physical presence on site) have been encouraged to sign up to the Airport's Campus Partner Sustainability Standard which promotes alignment with the Greater Good Sustainability Strategy. The Campus Partner Sustainability Standard Retail Townhall encourages the retailers to operate with sustainability at the core of their operations and knowledge share any sustainability initiatives with each other. There are quarterly meetings with the Campus Partners to support them in their sustainability journeys including identifying carbon reduction opportunities.

To date, 20 airport campus partners have signed the airport's Campus Partner Sustainability Standard including companies from the following sectors: bureau, car rental, food and beverage, lounges, retailers and restaurants. The standard outlines the sustainability goals for the airport and requests that campus partners support these goals through the quantification of their impacts. A campus partner workshop is planned for summer 2024 to assess the progress of the campus partners in meeting the airport's sustainability goals, and to support them with their sustainability journeys.

Supplier Sustainability Pledge

All suppliers are asked to sign up to the Airport's Supplier Sustainability Pledge. The Pledge is the minimum standard that the Airport expects responsible businesses to hold themselves accountable to and signing up to the Pledge indicates that the supplier applies the same ethical, social and legal standards as the Airport. During 2023, 298 out of 570 external suppliers signed the pledge, equating to 52% of suppliers.

The Supplier Sustainability Pledge has been issued by procurement to all suppliers, demonstrating the airport's prioritisation of sustainability including carbon reduction and identifying opportunities for further reduction in our supplier's operations.

Ground Handlers Ground Support Equipment

Ground Handlers have signed up to a new contract with the airport that stipulates that they must move 85% of their fleet of ground support equipment to be electric by 2029, where a suitable electric

alternative exists. A quarterly meeting has been set up with the Ground Handlers to track their progress in meeting this target and to support them with it.

Surface Access

In May 2024, Edinburgh Airport's Surface Access Strategy was launch which outlines the ambitions to increase passenger and employee surface access made by public transport, aligning with the Sustainable Travel Hierarchy. This requires collaboration with the public transport providers who the airport are working with including the bus and tram operators and the city council.

Aircraft Emissions

Sustainable Fuels

The Airport is part of the Firth of Forth Green Freeport initiative and is working alongside AGS Airport Group and PETROINEOS to lobby the Scottish Government for grant support in the development of a Sustainable Aviation Fuels (SAF) plant at the existing INEOS petrochemical plant in Grangemouth. The Airport is liaising with airline partners to develop a SAF demand model in support of the SAF plant business case. The Airport is also currently awaiting the result of an application to the Scottish Government for funding for a District Heat Network, which would supply clean zero-emission heat to the Airport estate and future developments. A decision from the Scottish Government is expected in early 2024.

Zero Emission Flights

EDI has several initiatives to incentivise zero-emission flights, offering support for any airline to bring the first zero emissions commercial scheduled flight in Scotland to EDI such as: 1 year of 100% discount on aeronautical charges and 100% discount on such charges for the training and testing of zero emission flights on the Airport's airfield. The Airport is also exploring the application of hydrogen fuelled flights in partnership with new Edinburgh based airline Ecojet.

Carbon Rebate

EDI is working to encourage its airlines to base the cleanest and most modern aircraft at the Airport, through the introduction of a carbon rebate and accompanying tariff scheme. In April 2022, the Airport introduced its first carbon rebate programme, within which certain types of more efficient aircraft can apply for a rebate up to £120 per departure. In April 2023, the Airport further introduced an accompanying carbon charge, following the successful uptake of the pilot rebate scheme. The carbon charge is calculated based on the carbon dioxide emissions from the flight, therefore rewarding airlines for allocating cleaner, more efficient aircraft to Edinburgh through lower charges.

The Carbon Emission Charge is calculated based on aircraft engine emissions per movement during the landing and take-off cycle (LTO). This charge will be applied to every Landing and Take-Off.

	Charge	Unit
All Flights	£11.55	per tonne of CO_2* / movement
Flights with no UID details (not submitted to EAL or Loop)	£27.25	per movement

*Charge per CO_2 emissions based on LTO cycle. Emissions per movement are calculated based on fuel use (respective to LTO cycle) corresponding to aircraft's engine UID as published by ICAO (ICAO emission databank). CO_2 emissions will be calculated based on fuel use (per aircraft movement) multiplied by UK emission factor for the relevant fuel type.

Where the operator submits engine type, but no UID, the highest recorded emissions value in the

emissions database for the given engine type is used, regardless of the respective operating criteria.

If no or conflicting engine information is available for an aircraft, the highest known emission value for that aircraft type is used. If LTO fuel flow data is not available for an aircraft engine from the ICAO emission databank, the figure may be that which EAL may reasonably determine.

Fixed Electrical Ground Power Upgrades

Fixed Electrical Ground Power (FEGP) units are ground power systems that allow aircraft to plug directly into a fixed, electricity-powered energy source while parked on the airfield. Previously installed ground power units had diesel-powered engines rather than electricity. Edinburgh Airport is moving away from diesel-powered aircraft and towards FEGP, which provides significant operational and environmental benefits. To date, over 30 FEGPs have been installed across the airport with approximately £100,000 cost saving resulting from the carbon benefit and approximately 680 tCO2e per year will be reduced by removing the diesel-powered ground power units. A map of the FEGPs on site has been attached. Phases 1, 2 and 3 highlighted on the map are all complete.

Water Consumption

Over £450,000 will be invested into the car wash replacement project, which will see the replacement of five car washes, within the Car Rental Centre. The installation work to complete the wastewater recycling for one of the wash bays will see up to 50% of wastewater recycled and repurposed for the next wash cycle. Currently, all water from the wash bay goes to a sewar and 100% fresh water is required for the next cycle. The installation of the new wash bay will help to reduce the need for fresh water by recycling up to 50% of wastewater for the next cycle.

Waste

Localised work has been undertaken to improve waste segregation and increase recycling rates across the airport (e.g. improved signage, waste trials, litter survey, monitoring, and reporting). This is inclusive of a new waste pick up service for all onsite retailers which will encourage better waste segregation and enhance recycling rates for 3rd parties. Waste and recycling is an area that our retailers, staff and passengers can support with. The airport has a formal waste process in place and engage with retailers to ensure they have the facilities and processes in place to follow our process. The airport monitors waste performance monthly and has regular engagement and conversation with retailers to support them to improve waste reduction and recycling performance. Retailers now get audited by an Environment, Health and Safety Coordinator which includes a section on recycling with the output being a correction action report if any improvements are required. All bins throughout the terminal have clear signage with pictures to help our passengers make the right decisions when disposing of waste. Over the last year a litter survey has been completed and a waste trail to identify the types of waste at the airport from our passengers and retailers. Waste audits of tenants' premises are conducted to ensure the correct facilities are in place for segregating and disposing of waste in line with the waste management hierarchy.

Employee Commute

With the aim of monitoring and reducing Scope 3 emissions, EDI has been running an annual Staff Commute Surveys since 2023. To date, the survey has been delivered twice so far, with the primary goal of data collection being aiding the calculation of Scope 3 emissions caused by staff commuting to campus. The survey is used to feed into carbon reduction processes in several ways: it monitors staff usage of EVs and the success of EDI's ongoing EV charger installation project; links to surface access strategies by scoping out the need for bus routes/parking spaces; and increases understanding of opportunities around active travel.

Figure 3 outlines the survey results for 2024, and highlights that there is a large proportion of staff commuting to work via private vehicle. While public transport is not the prioritised mode of transport, EDI offers employees two schemes which both directly impact employee commute and encourage employees to use more sustainable modes of transport. This includes the Cycle2Work scheme which is a salary sacrifice scheme run by the Government supporting employees to purchase a bike; and the Electric Car Scheme which facilitates employees to purchase a new electric or plug-in hybrid car at a discount.
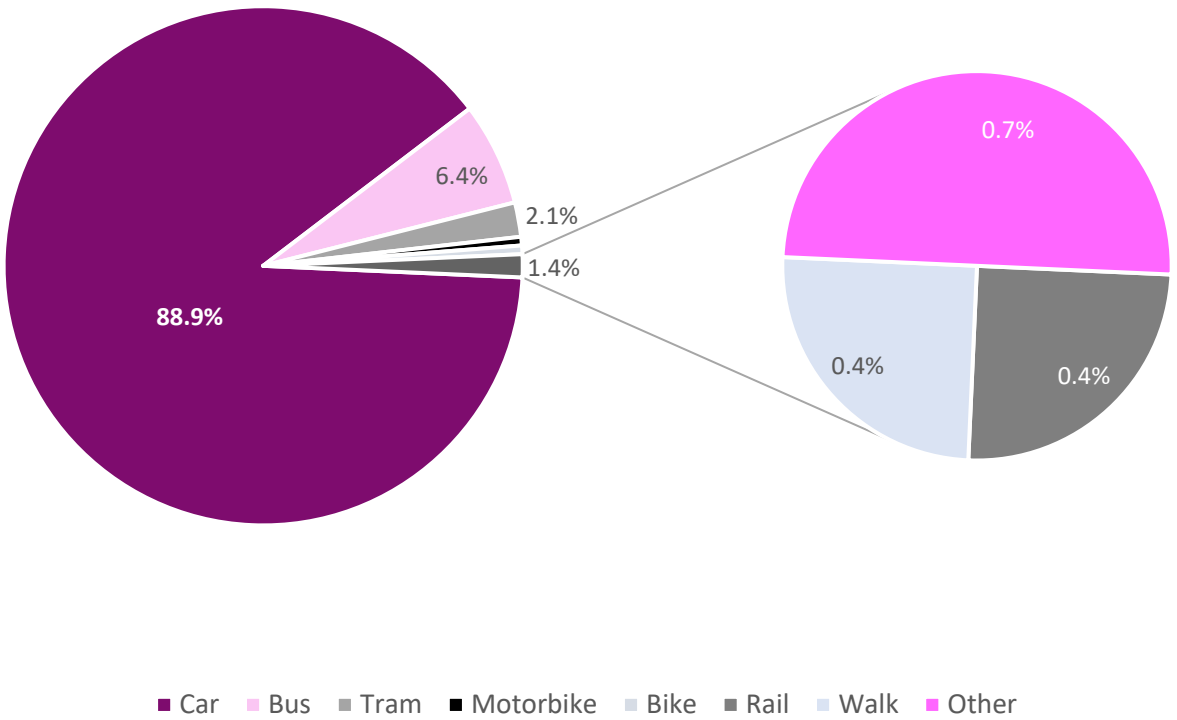

Figure 3 EDI Employee Commute Survey Results 2024

5. Looking Forward

In conclusion, the Carbon Management Plan for Edinburgh Airport demonstrates the airport's commitment to reducing its carbon footprint and supporting its Net Zero Strategy. The CMP details efforts to reduce Scope 1 and 2 emissions, which are directly controlled by the airport, as well as Scope 3 emissions from third parties that the airport can influence. The plan is reviewed annually and updated at least every three years in line with Airport Carbon Accreditation guidance.

The CMP includes the governance structure for carbon emission reduction initiatives, targets for carbon emission reductions, achievements to date, future initiatives, and internal and external auditing procedures. Progress is monitored through the annual carbon footprint, calculated internally by EDI and verified by a third party to ensure data accuracy and robustness.

For more information on Edinburgh Airport's carbon management and sustainability ambitions please refer to the webpage clicking the button below along with links to the documents shown below.