



TA NET ZERO 2030 ROADMAP

Commitment to
Carbon Neutrality
Scope 1 & 2

May 2026





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 2025. 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**, 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 CO₂e emissions**;
- A **decreasing CO₂e per passenger ratio**.

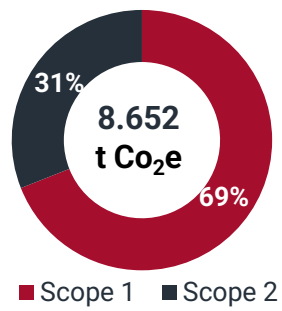
The roadmap follows the principles of the **Airport Carbon Accreditation (ACA)** framework, which guides the company's carbon management efforts.



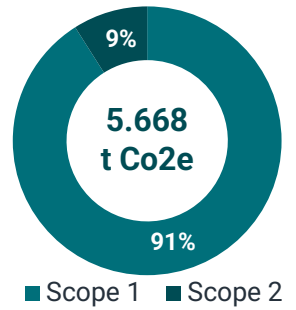
2022 Emissions Baseline 1/2

In 2022, Toscana Aeroporti generated a total of **8,652 tCO₂e** 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:

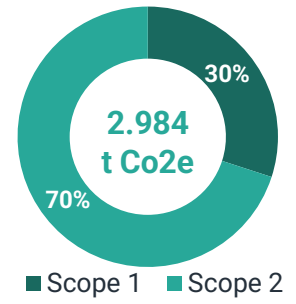
Toscana Aeroporti
Co₂e Emissions (2022)



Pisa Airport
Co₂e Emissions (2022)



Florence Airport
Co₂e Emissions (2022)



Pisa Airport (PSA)
emitted **5,668 tCO₂e** in total



5,134 tCO₂e from Scope 1 (91%)



534 tCO₂e from Scope 2 (9%)

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

FLORENCE Airport (FLR)
emitted **2,984 tCO₂e** in total



890 tCO₂e from Scope 1 (30%)



2,094 tCO₂e from Scope 2 (70%)

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.



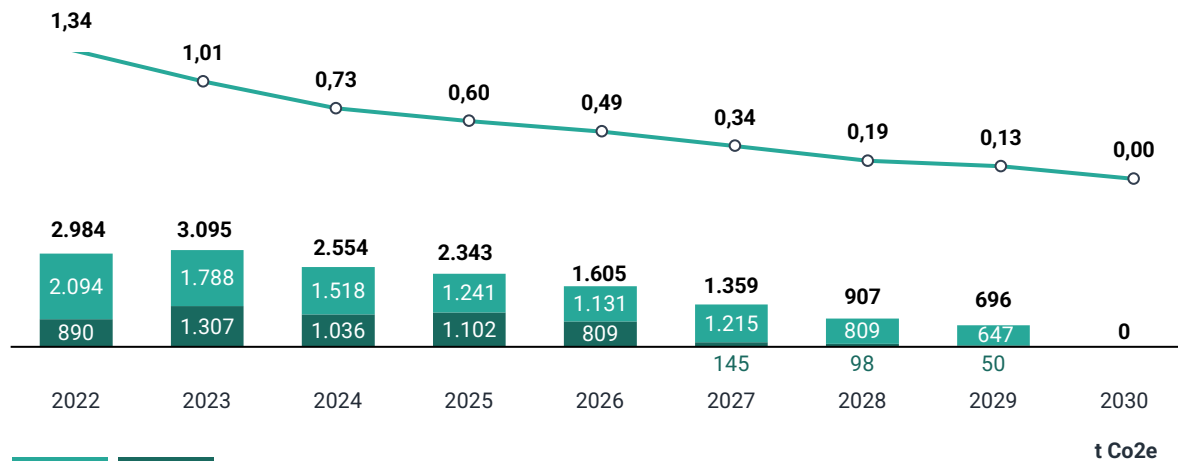
Emission Reduction Trajectory - FLR

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

Between 2022 and 2026, emissions per passenger 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.

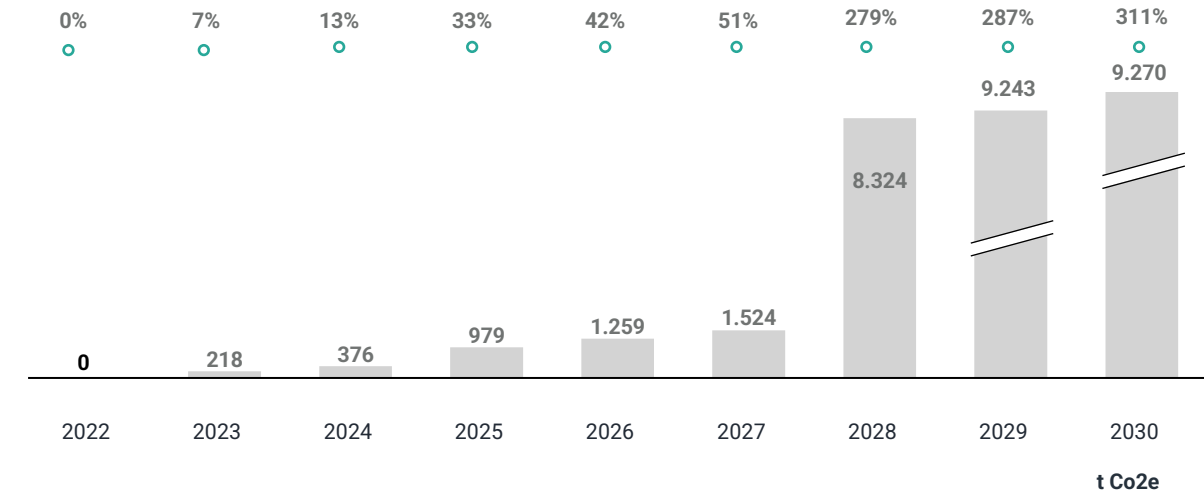
Starting in 2028, the opening of the new terminal significantly increases electricity demand, which temporarily slows the overall reduction trend in Scope 2 emissions. However, from 2028 onwards, additional large-scale PV systems and further electrification measures lead to a steep drop, reaching zero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

kg Co₂e per Pax



Scope 1 Scope 2

% Reduction vs 2022 Baseline



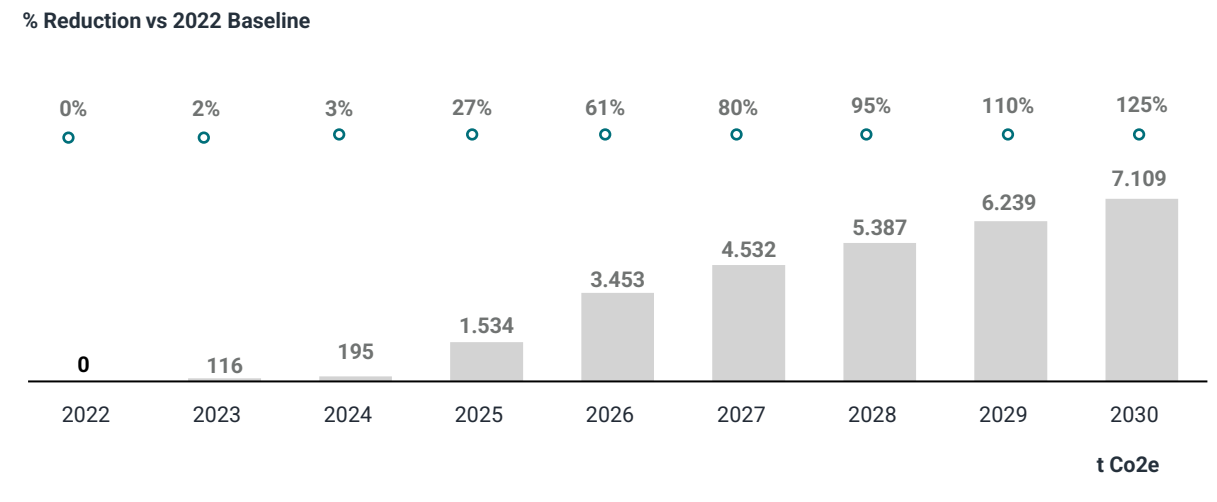
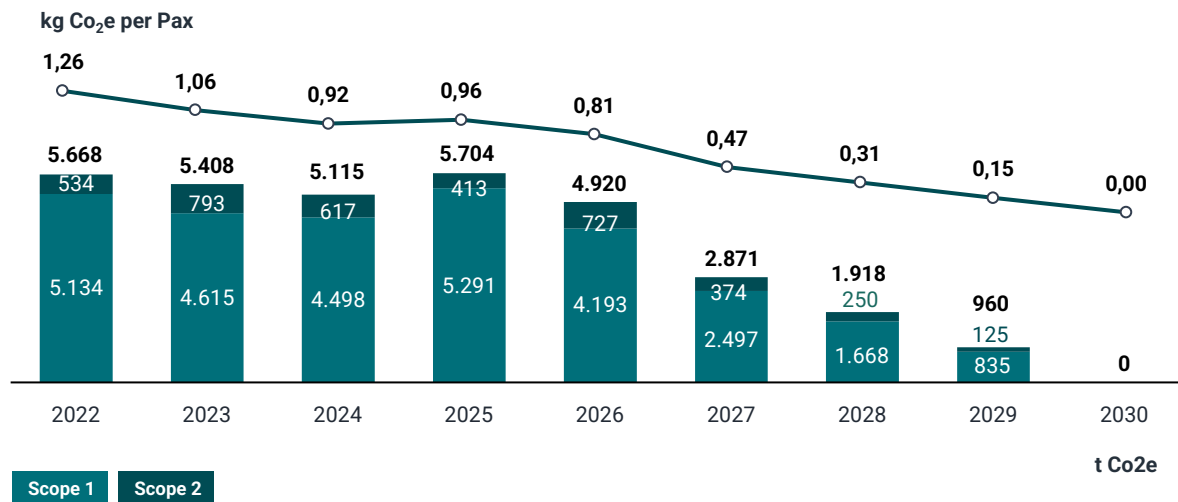


Emission Reduction Trajectory - PSA

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

From 2022 onward, emissions have been reduced through measures such as the electrification of airport vehicles and GPUs, the increased use of green electricity, and the gradual replacement of fossil fuels with biomethane in the existing cogeneration plant. In 2025, due to difficulties in identifying certified biomethane suppliers, Pisa Airport recorded an increase in CO₂ emissions. In 2026, TA is committed to realigning this trend with its Carbon Management Plan.

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.



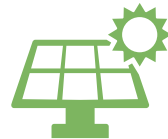


Roadmap & Strategic Action Areas

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** has been 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.

 **Toscana**
Aeroporti

Thank you!

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