

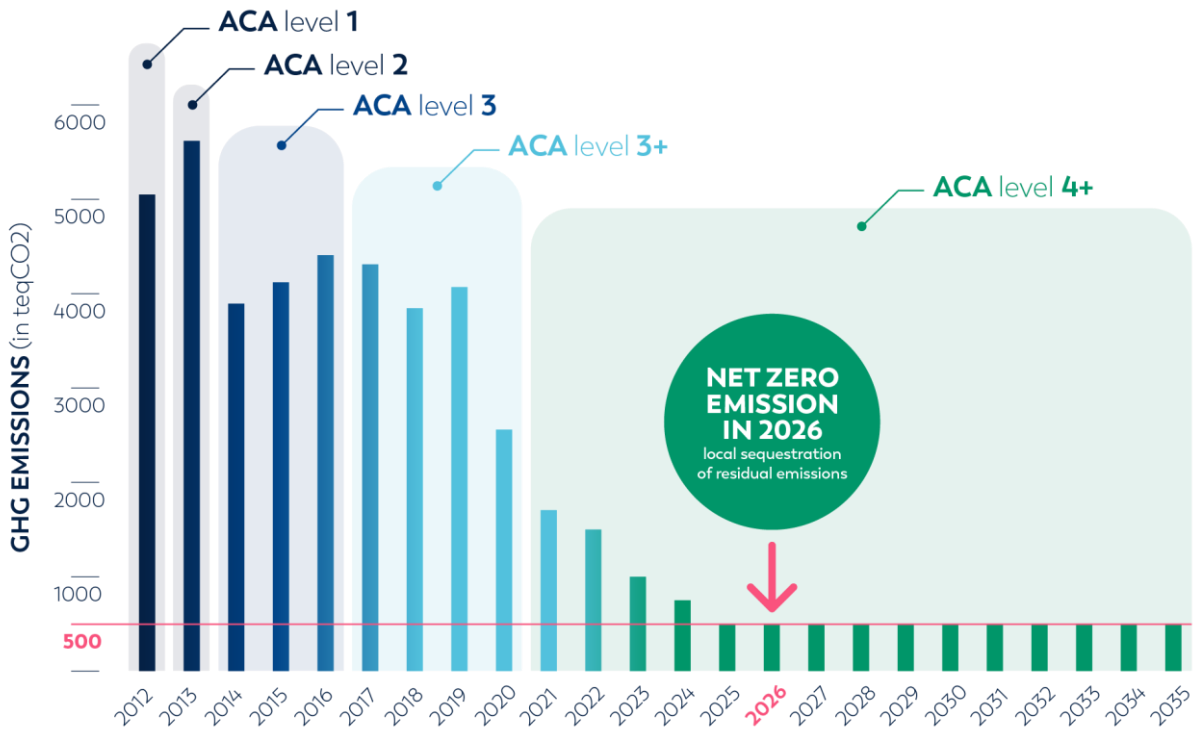
Changes in greenhouse gas emissions

The figure below shows changes in the volume of greenhouse gas emissions produced by Aéroports de Lyon at its Lyon-Saint Exupéry Airport over time, for the emission sources listed in Appendix 1 (Scopes 1 and 2):

- during the 2012-2021 period (emissions calculated based on business data, checked independently and certified by the Airport Carbon Accreditation programme). The implementation of levers such as the use of green electricity, switching to LED lighting and decentralising heat networks, led to a drop in emissions through to 2019, despite a significant increase in airport business. After that, a less busy period due to the pandemic, plus the introduction of new levers including partial use of biogas and improved tracking of refrigerants, resulted in a sharp decrease in emissions in 2020 and 2022.
- during the 2023-2035 period (estimates based on forecast business data). The ongoing reduction takes account of the planned implementation of reduction levers, for example the growing use of biogas (up to 100%) and a massive switch to electric vehicles replacing the current fleet.

These emissions are calculated for the scope defined by the Airport Carbon Accreditation programme for the target certification level, at “market-based” value for energy consumption (emission factors specific to the energy supply contracts taken out by ADL). They are calculated and expressed in tonnes of CO2 equivalent for business during the calendar year (1 January to 31 December).

Aéroports de Lyon’s target is to reduce emissions down to an incompressible residual volume of around 500 tonnes of CO2 equivalent per year from 2025, and to stick to that target in the following years. From 2026, thanks to local offsetting, Lyon Airport will achieve net zero emissions.



* emissions calculated for the scope defined by the Airport Carbon Accreditation programme for the target certification level, at “market-based” value.