Airport Carbon Accreditation

Already certified to Level 3, the airport further reduces its carbon emissions

In 2010, Toulouse-Blagnac airport committed to the Airport Carbon Accreditation programme to reduce its greenhouse gas emissions. A new milestone was reached in 2019 with Level 3 certification, which mobilised the other companies operating at the airport.

Toulouse-Blagnac airport has reduced its gross CO₂ emissions by 40% since 2010. A transformation which reflects ATB’s commitment to the Airport Carbon Accreditation (ACA) programme launched by Airports Council International (ACI) EUROPE.

Now, at the end of 2019, the transition from Level 2 to Level 3 (more details on page 3) has rewarded the success of a collective approach. To reach this milestone, the ACA programme requires a reduction in emissions produced by the activities of the operator, but also takes into account the emissions of all the activities at the airport: aircraft, ground-handlers, shops, car rental companies, taxis, as well as emissions associated with passengers accessing the airport and the commuting of the 4,500 persons employed there. Air France, SASCA and Aviapartner are among the partners who have changed their practices, to reduce the emissions involved in their activity.

Philippe Crébassa, Chairman of the Executive Board of Aéroport Toulouse-Blagnac:

“Within its domain, ATB has reduced its emissions by 40% in 9 years, while the number of passengers has increased by 50% over the same time! This achievement is the result of a proactive policy: the purchase of 100% renewable electricity and a fleet of electric vehicles, the removal of an oil-fired boiler, upgrading of a condensing gas boiler and the refurbishment of buildings to save energy (LED lighting, insulation, improved planning, etc.). Through Airport Carbon Accreditation Level 3, ATB is reinforcing its role as a regional leader in the sustainable development of air transport.”

In areas where aircraft operate, actions have also been taken by the companies involved in the “Zero Emission Airport” club. These include less frequent use of APUs (auxiliary engines used during ground-handling) in favour of an electrical power supply, and the replacement of the petrol and diesel powered vehicles operating in the vicinity of the aircraft by electric models: today, some 75% of these vehicles are powered by electricity.

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David Marey, Sales Director for Occitania at Air France: “Air France has made reducing its carbon footprint a priority and has been working alongside ATB for several years. It was on La Navette flights that we tested the use of biofuel from 2014 to 2016. Today, 40% of the ramp vehicles used at Blagnac are electric and we are aiming for 100% by 2024. Eco-piloting measures such as taxiing on a single engine and using the electric power supply rather than using the auxiliary power unit (APU) allow us to significantly reduce our fuel consumption. Finally, as of 1st January 2020, Air France will offset 100% of the CO2 emissions of its domestic flights, including those on departure from Toulouse.”

Eric Fradet, Station Manager for SASCA Toulouse: “For 2 years, SASCA has been actively participating in the meetings of the “Zero Emission Airport” club and has committed to reducing greenhouse gas emissions: joint initiatives with the airlines and ground-handling companies have significantly reduced the number of movements and waiting times of aircraft refuelling vehicles. For the future, SASCA is studying several technical solutions to limit the use of carbon energy for moving its vehicles.”

Laurent Crinier, Deputy Station Manager for AVIAPARTNER Toulouse: “We are doing everything we can to reduce the impact of all our activities on the environment to become a sustainable ground-handling company. The key points of our environmental strategy include protecting the environment, preventing pollution at all levels, reducing our waste, recycling, encouraging suppliers and other stakeholders to adopt similar practices, promoting the use of alternative means of transport such as carpooling, and reducing greenhouse gas emissions, as we focus on replacing ground-handling equipment and fuel consumption. At the Toulouse station, 100% of our ground-service equipment is electric, as are 60% of our luggage belts. In addition, we are upgrading our automobile fleet to transition to 100% electric vehicles.”

Olivier Jankovec, Director General of ACI EUROPE: “The new certification granted to Toulouse-Blagnac by the Airport Carbon Accreditation programme attests to the continued progress made by the airport to reduce not only its own CO2 emissions, but also those of its operational partners. I would like to pay tribute to the continuous commitment of the airport and its joint initiative with other players, which is bearing fruit today - and of course to congratulate the teams who have worked so hard to achieve this result. Finally, it should also be emphasised that besides reaching the level of performance achieved today, the Toulouse-Blagnac approach is part of an ambitious long-term strategy, the ultimate goal of which is Net Zero CO2 emissions, without offsetting.”
What next?

- The next target for the airport is to achieve Level 3+ by 2024.
- In the longer term, ATB has entered into an agreement with ACI EUROPE to reach Net Zero Emission (i.e. carbon neutrality without offsetting) by 2050.

Le programme Airport Carbon Accreditation

This programme was developed and launched in Europe by Airports Council International (ACI) EUROPE in 2009. Since 2014, the Airport Carbon Accreditation programme has been extended to all the regions of ACI World, across the globe. It is the only voluntary standard for carbon management specifically dedicated to airport operators.

The aim of Airport Carbon Accreditation is to encourage airports to implement best management practices to achieve carbon neutrality.

The programme is divided into four levels of accreditation, each more demanding than the previous one:

- 1. **Mapping** → knowing about emissions, identifying them, assessing them (scope of activities of the airport operator)
- 2. **Reduction** → implementing a management system (governance, objectives, audits) and an action plan to reduce emissions (scope of activities of the airport operator)
- 3. **Optimisation** → incorporating third parties and partners operating at the airport, encouraging them to reduce. The scope is extended to third parties, commuting, aircraft, etc.
- 3+. **Neutrality** → offsetting emissions which cannot be reduced, by means of certified financial programmes (scope of activities of the airport operator).

Auditing, conducted by an independent body, is an essential part of the programme.