



DECARBONATION OF GROUND HANDLING  
Yannaël BILLARD and Pierre-Ludovic GUYMAR  
Groupe ADP  
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# DECARBONATION OF GROUND HANDLING

## ▶ Contents

- Towards zero CO2 emissions at ground level
- Legal options
- Competitive handling tender in Paris airports
- Achievements to date

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# Why targeting the handlers ?

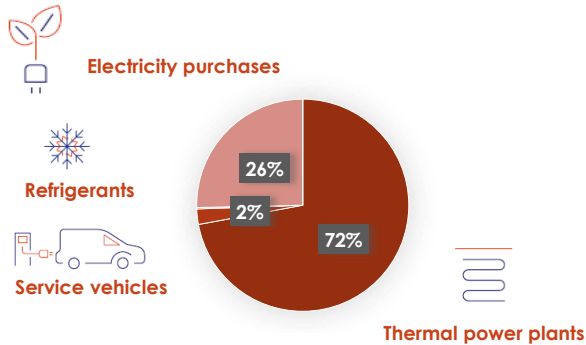
In 2022, total ADP SA emissions (scopes 1, 2, 3) according to the Airport Carbon Accreditation format: 13,766,668 tonnes CO<sub>2</sub>eq

Scopes 1&2: Internal emissions  
59,948 t CO<sub>2</sub>eq

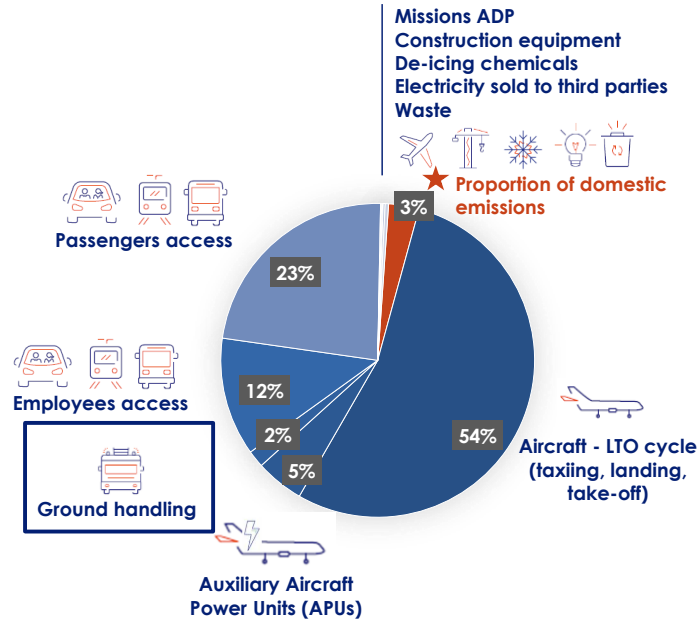
Scope 3: External emissions on the ground  
1,847,123 t CO<sub>2</sub>eq

Scope 3: External emissions in flight  
11,859,597 t CO<sub>2</sub>eq

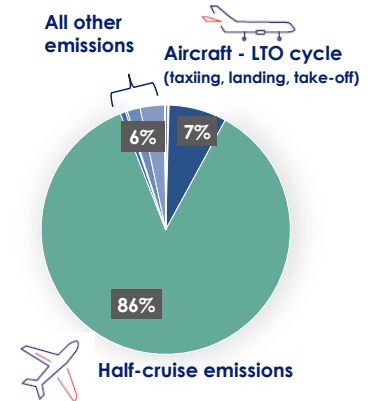
## Focus on internal emissions (scopes 1&2)



## Focus on ground-based emissions (scopes 1&2 + scope 3 on the ground)



## Focus on total emissions (scopes 1, 2 & 3)



# Ambitions and legal context

- ▶ Our goal
  - Strongly accelerating greening of ground handling, for both climate and air quality reasons. Targeting 90+% low carbon vehicles and equipment by 2030 (electric mostly, H2, bioGNV and biodiesel as alternates when relevant).
  - As a result of the competitive dialogue with ground handlers, 75% low carbon vehicles and equipment on limited services seems achievable as of 2025.
- ▶ At CDG and ORY the airport operator is not a handler

# How can we do it ?

- ▶ Various options but legal Barriers and regulatory Issues
  - Rely on the law
  - Contractual approach
  - Unilateral Act from the Airport
  - Handling licenses tender

# ADP Handling Tender

- ▶ The limitation of the number of authorized suppliers by the Civil Aviation Authority

'Baggage handling'  
CAT. 3



'Ramp handling'  
CAT. 5.4



- ▶ The Airport is responsible for selecting the suppliers

Sources of law : Council Directive 96/67/EC of 15 October 1996 on access to the ground handling market at Community airports

# ADP Handling Tender

- ▶ Using the selection process as an opportunity to set new environmental objectives
  - Environment as a selection criteria
    - Applicants submit a plan for the greening of their GSE and light vehicle fleets
  - Commitment to comply by the applicants
    - Using the binding nature of the tender specifications as a lever of legal constraint
  - Strong requirements on Data sharing and Monitoring
    - KPI
    - Periodic workshop and Comitology



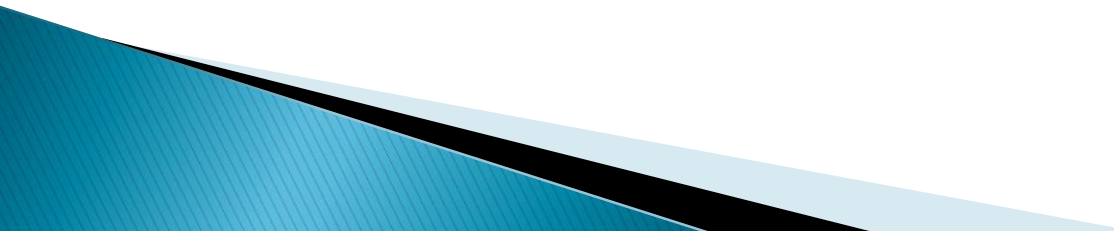
# What we have achieved

- ▶ Massive investment by ADP in electric infrastructures
  - 100+M€ in CDG+ORY
  - Partly supported by Connecting Europe Facilities – Alternative Fuel Infrastructures Regulation (subsidies)
- ▶ Deployment by handlers
  - Low carbon equipment in operation (new and retrofitted)
  - Innovations being tested: Retrofitted PAX stairs, taxiboting, APU off techniques
- ▶ Learnings on pooling and its legal constraints, though not yet implemented





# To conclude

- ▶ Boosting handlers' commitments to make airside ground operations more ecologically friendly.
  - ▶ Strong legal stakes in the preparation of the call of the tender
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# Thank you!

Contacts :

[yannael.billard@adp.fr](mailto:yannael.billard@adp.fr)  
[pierreludovic.guyamar@adp.fr](mailto:pierreludovic.guyamar@adp.fr)

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