GREENHOUSE GAS

EMISSIONS REPORT

Reporting Period | January – December 2025

SANGSTER INTERNATIONAL AIRPORT

2025 EMISSIONS PROFILE

Greenhouse Gas Emissions

In 2025, MBJ's total greenhouse gas (GHG) emissions amounted to 497,474.3 tCO_2e across all three emission scopes. Scope 1 emissions were 970.9 tCO_2e, Scope 2 emissions were 5,949.7 tCO_2e, and Scope 3 emissions were 490,553.7 tCO_2e. Scope 3 accounted for approximately 98.6% of the total, highlighting the significant contribution of value chain emissions. These results highlight the significant contribution of value chain emissions to the organization's overall GHG inventory.

TOTAL GREENHOUSE GAS EMISSIONS

497,474.3 tCO_2e

EMISSIONS BY SCOPE

EMISSION SCOPE	2025 EMISSIONS	UNIT
Scope 1	970.9	tCO_2e
Scope 2	5,949.7	tCO_2e
Scope 3	**490,553.7**	**tCO_2e**

REPORTING FRAMEWORK

Base Year

The baseline year used by Sangster International Airport for monitoring its GHG emissions is 2019 (January to December). This year was selected because it contains the most complete set of emissions data collected to date, in line with the ACA program guidelines, which recommend "...selecting the most recent year for which the largest amount of data is available...". The 2019 GHG inventory provides a solid basis for year-to-year comparisons and represents an appropriate baseline for airport operations, as it precedes the disruptions caused by the COVID-19 pandemic.

However, the 2019 inventory does not include Scope 3 emissions, which are required as part of the baseline year for certification under ISO 14064-1. For this reason, a different baseline year has been selected for this standard: 2024. This corresponds to the first inventory that incorporates Scope 3 emissions, thereby complying with the requirements established by the standard.

2019	2024
ACA monitoring baseline	ISO 14064-1 baseline

REDUCTION TARGET

AT LEAST

40%

reduction in absolute controlled emissions (Scope 1 and Scope 2) by 2030

MBJ Airports has established a commitment to reduce its absolute controlled emissions (Scope 1 and Scope 2) by at least 40% by 2030. This target may be re-evaluated in alignment with the aviation sector's decarbonization goals towards 2050.