



Auckland Airport

Greenhouse Gas Emissions Inventory Report 2022



Prepared in accordance with the
Greenhouse Gas Protocol and ISO 14064-1:2018

Introduction

This document is the annual greenhouse gas (“GHG”) emissions inventory for Auckland International Airport Limited (“**Auckland Airport**” or “**AIAL**”) for the period 1 July 2021 to 30 June 2022.

Auckland Airport is committed to carbon accounting and reporting in line with global best-practice. Therefore, this inventory has been prepared in accordance with the requirements of International Standards ISO 14064-1 *Greenhouse gases – Part 1: Specification with guidance at the organisation level for quantification and reporting of greenhouse gas emissions and removals* (“**ISO 14064-1:2018**”) and the *Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (2004)* (“**the GHG Protocol**”).

Deloitte Limited has been appointed as the third-party independent assurance provider for the 2022 Greenhouse Gas Emissions Inventory Report.

A reasonable level of assurance has been given over the scope 1 and 2 emissions included in this report and a limited level of assurance over the scope 3 emissions.



Auckland Airport’s decarbonisation pathway

As aviation begins its recovery, Auckland Airport is making sure we’re doing everything we can to reduce emissions. We have some big sustainability goals, including reducing our direct emissions to Net Zero by 2030. This means that, every day, Auckland Airport is changing how we work. We’ve aligned our pathway to Net Zero with a best-practice 1.5°C warming trajectory, which will see Auckland Airport reduce actual carbon emissions by 90% from 2019 levels.

Our priority is to work towards Net Zero scope 1 and 2 emissions by reducing emissions created by our day-to-day business as much as we can, with any residual emissions neutralised through permanent carbon removals.

We are:

- Phasing out the use of natural gas in the terminal through the incremental replacement of natural gas boilers with electric alternatives
- Electrifying our vehicle fleet
- Using refrigerants with the lowest global-warming potential possible
- Using electricity generated from a mix of on- and off-site renewable generation, likely from 2024.



Greenhouse gases

Almost every aspect of life produces greenhouse gas emissions, from the manufacturing of building materials and the transport of people and goods right through to the decomposition of waste in landfills.

Increased concentrations of greenhouse gases in the atmosphere leads to global warming.

In 1997, the Kyoto Protocol was signed by 84 countries, committing to reducing greenhouse gas emissions based on the scientific consensus that global warming is occurring and that human-made CO₂ emissions are driving it. In 2015, an international treaty on climate change called the Paris Agreement was adopted by 196 countries, with the aim of limiting global warming to well below 2°C, preferably to 1.5°C, compared with pre-industrial levels.

Key terms used throughout this report:

Scope 1 (direct GHG emissions): Emissions from sources that are owned or controlled by the company.

Scope 2 (indirect GHG emissions): Emissions from the generation of purchased electricity consumed by the company and the transmission and distribution losses from electricity lines owned by the company.

Scope 3 (indirect GHG emissions): Emissions that occur as a consequence of the company’s activities but from sources not owned or controlled by the company.

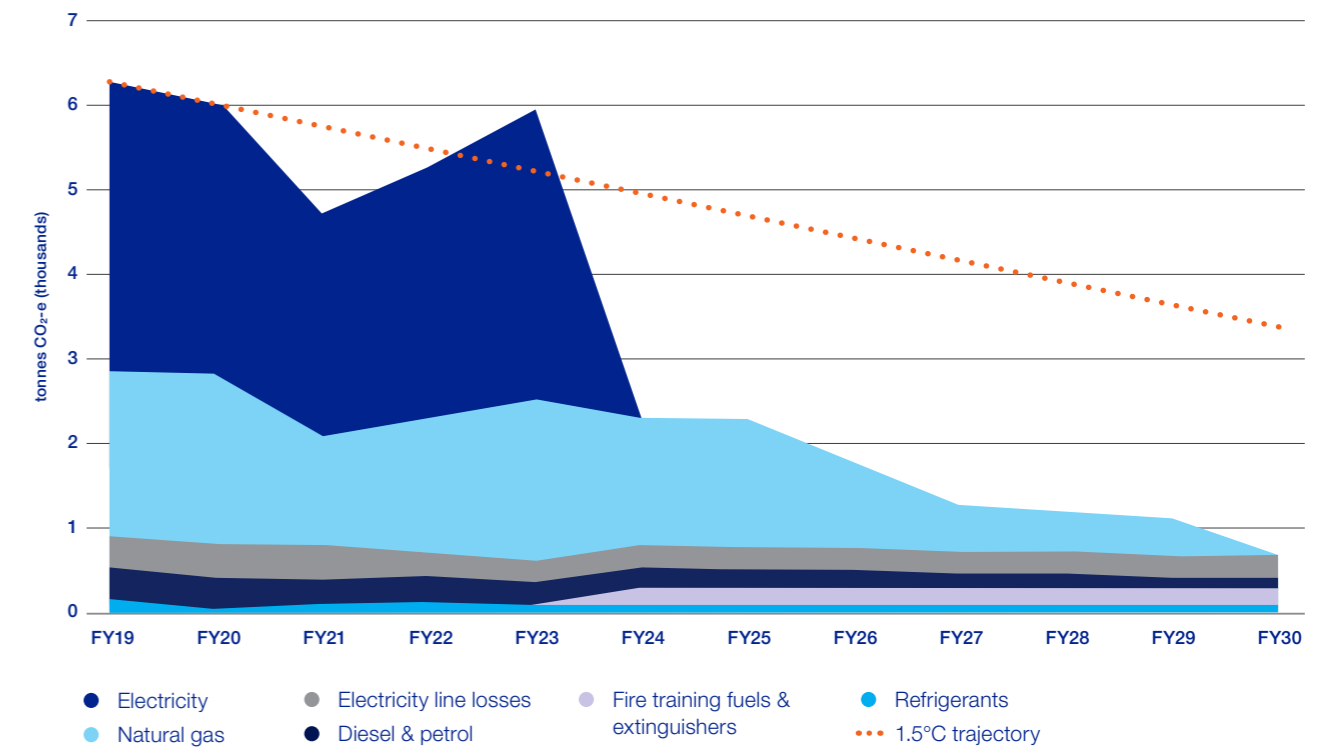
CO₂-e: Carbon dioxide equivalent. The greenhouse gases recorded in this report all have different Global Warming Potentials (“**GWPs**”). The emissions are all reported in tonnes of carbon dioxide equivalent to ensure comparability across all gases.

Emission factor: Each emission source has a different GWP which is stated as an emission factor. Emission factors are used to calculate the resulting emissions from that source.

LTO: Aircraft landing and take-off emissions up to 1,000 metres.

T&D losses: Transmission and distribution losses from the electrical network. As electricity travels through power lines, a proportion of energy is lost as heat due to the resistance in the lines.

Auckland Airport’s planned scope 1 and 2 pathway to Net Zero aligns with 1.5°C trajectory



Reducing our indirect emissions

As a consequence of the operation of New Zealand's largest airport, there is a wide range of activities which produce emissions. While these emissions are not within our operational control, it is important we take an active role to support our aviation partners to reduce these indirect (scope 3) emissions.

We are working with our airline, ground handling and air navigation partners to increase operational efficiency and reduce the impact of aviation on the environment. This includes:

- Provision of electric vehicle ("EV") chargers on the airfield to enable ground handlers to adopt low-emissions ground support equipment
- Supply ground power units ("GPU's") and pre-conditioned air ("PCA") at all international gates so aircraft can connect to New Zealand's low-carbon electricity supply instead of burning jet fuel while at the gate. GPUs will be installed at all gates in our new domestic jet facility
- Ongoing work with Airways and airlines to reduce aircraft fuel burn by setting fuel-saving flight paths, allocating taxiways to minimise aircraft taxi time and just-in-time pushback allowing aircraft to delay engine use.

The most important role an airport can play in the decarbonisation of the wider aviation sector is to ensure the right ground infrastructure is in place to enable the adoption of future aircraft technologies and fuels as they become widely available, such as Sustainable Aviation Fuel ("SAF"), electric-powered aircraft and aviation hydrogen fuel cells. So-called 'drop-in' SAF is already able to be delivered to aircraft via Auckland Airport's refuelling hydrant system, and we are

engaging with our airline partners to understand their future requirements for alternative aircraft fuels and technologies. We have ensured our 30-year masterplan anticipates and makes provision for these future needs.

Similarly, we are future-proofing our transport network to enhance connectivity and provide for low-emission transport modes. Our 30-year masterplan accommodates a variety of transport options, including active modes such as cycling and walking, mass rapid transit (bus and light rail), and the anticipated increase in EVs.

Other scope 3 emissions are made up of potable water use and wastewater treatment, waste sent to landfill, staff business travel, and the carbon contained in the construction materials we use. During the 2022 financial year our focus has been on waste. We undertook a waste audit in the domestic terminal, collecting, sorting and analysing 250 kilograms of general waste and 185 kilograms of recycling. We have developed a strategy to decrease the volume of waste we generate and increase the proportion diverted from landfill, which will help us achieve our target of a 20% reduction in waste sent to landfill by 2030 from a 2019 baseline.

We are also actively addressing our construction emissions in the design of our development projects. The Transport Hub will be targeting 5-Star Green certification for the office building and a Gold Parksmart rating for the car park, the first parking building expected to achieve the Parksmart rating in New Zealand. Mānawa Bay, Auckland Airport's new premium outlet shopping centre, is also targeting a 5-Star Green rating for its design and build with a number of other key sustainability initiatives underway including: optimising resources, reducing carbon emissions, supporting local communities and enhancing the environment.



Greenhouse Gas Emissions Inventories

All emissions, except where stated, have been calculated using the New Zealand Ministry for the Environment's *Measuring Emissions: A Guide for Organisations (2022)*.

Table 1: Greenhouse gas emissions inventory summary for Auckland Airport

Scope	Category	2021 emissions (assured) tCO ₂ -e	2022 emissions (base year ¹) tCO ₂ -e
Direct emissions (Scope 1)	Diesel – stationary	5.21	19.57
	Natural gas – stationary	1,291.40	1,561.91
	LPG – stationary	0.27	1.91
	Diesel – transport	237.10	256.51
	Petrol – transport	51.95	59.24
	Refrigerants	88.35	105.07
	Fire extinguisher	0.10	–
	Total scope 1		1,674.38
Indirect emissions (Scope 2)	Purchased electricity	2,614.80	3,007.06
	T&D losses – AIAL-owned lines	416.22	267.32
	Total scope 2	3,031.02	3,274.38
Indirect emissions (Scope 3) ² – within control	T&D losses – Vector network	224.21	273.15
	Business travel	52.10	154.47
	Waste landfilled	262.47	149.50
	Water supply	4.05	5.24
	Water treatment	56.17	77.07
	Concrete	5,702.99	4,782.59
	Asphalt	1,982.95	1,704.24
	Aggregate	131.52	109.89
	Steel	8,080.17	3,360.11
Total scope 3 – within control		16,496.63	10,616.26
Other indirect emissions (scope 3)	Aircraft LTO	N/A	64,061.36
	Engine testing	N/A	1,997.45
	Total other scope 3	N/A	66,058.81
	Total scope 3	16,496.63	76,675.07
	Total emissions (Scope 1, 2 and 3)	21,202.03	81,953.66

Our scope 1 and 2 emissions have increased this financial year, reflecting the beginning of the recovery of aviation and an increase in passenger numbers through the terminals after two years of COVID-19-related lockdowns and border restrictions. Our scope 3 emissions within our control have reduced this year due to the completion of the two substantial roading projects in the 2021 financial year. This year we have also introduced the measurement of aircraft landing and take-off emissions.

¹ Auckland Airport's base year for the GHG emissions inventory has been refreshed due to the addition of new material scope 3 emissions sources (aircraft LTO and engine testing). However, the base year for the scope 1 and 2 emissions reduction target remains 2019 as this was the last year reflective of pre-pandemic travel volumes.

² Scope 3 emissions sources have been determined in line with the GHG Protocol. Excluded emissions sources are listed in table 6.

³ The landing/take-off (LTO) cycle relates to all aircraft activities near the airport that take place below the altitude of 1000 m including taxi-in and out, take-off, climb-out, and approach landing.

Table 2: Greenhouse gas emissions intensity

Category	2021 value	2022 value
Scope 1 and 2 emissions intensity (kgCO ₂ -e per m ² terminal area)	28.06	25.69
Scope 1 and 2 emissions intensity (kgCO ₂ -e per passenger)	0.73	0.94

Emissions by gas type

Auckland Airport includes scope 1, 2 and select scope 3 emissions from the Kyoto Protocol gases in its inventory expressed as carbon dioxide equivalent (CO₂-e):

- Carbon dioxide (CO₂)
- Nitrous oxide (N₂O)
- Sulphur hexafluoride (SF₆)
- Perfluorocarbons (PFCs)
- Methane (CH₄)
- Hydrofluorocarbons (HFCs)
- Nitrogen trifluoride (NF₃)

Auckland Airport did not emit any SF₆, NF₃ or PFCs in the 2022 financial year.

Table 3: GHG emissions by gas type

Scope	tCO ₂	tCH ₄	tN ₂ O	tHFCs	tSF ₆	tPFCs	Other tCO ₂ -e	Total
Scope 1	1,888.10	4.27	6.77	105.07	-	-	-	2,004.21
Scope 2	3,182.70	84.86	6.82	-	-	-	-	3,274.38
Scope 3	66,433.99	187.83	39.56	-	-	-	10,013.69 ³	76,675.07
Total	71,504.79	276.96	53.15	105.07	-	-	10,013.69	81,953.66

Greenhouse gas holdings

Auckland Airport has holdings of HFCs in storage as well as within chillers, air conditioning units and pre-conditioned air units for aircraft.

Auckland Airport has holdings of SF₆ within electrical switchgear.

Table 4: GHG stock liability

Source	Quantity (kg)	Potential liability (tCO ₂ -e)
HFC-32	19.50	13.16
HFC-134A	2,657.20	3,799.80
HCFC-123	1,590.00	122.43
HCFC-22	242.60	439.11
R-410A	447.00	933.11
SF ₆	147.47	3,362.38

Other emissions

During the 2022 financial year, Airport Emergency Services ("AES") burnt 6.9 tonnes of wood for fire training. The CO₂ content of the wood was 5.94 tonnes, which represents the carbon sequestered during the growing process. This means that the relevant measure of emissions for the purposes of disclosure is therefore limited to methane (CH₄) and nitrous oxide (N₂O), which totals 0.10 tonnes.

Table 5: Biomass emissions

Emissions source	tCO ₂	tCH ₄	tN ₂ O	Total tCO ₂ -e
Biomass	5.94	0.04	0.06	0.10

3. Construction materials and business travel accommodation are unable to be split into the six GHGs due to an absence of suitable emissions factors; therefore, they have been listed as Other tCO₂-e.

Organisational Boundary

The organisational boundary determines the parameters for GHG reporting in Auckland Airport's GHG inventory. The boundaries were set with reference to the methodology described in the GHG Protocol and ISO 14064-1:2018 standards.

The organisational boundary of our GHG inventory is defined by those emissions over which we have operational control. This consolidation approach allows us to focus on those emissions sources over which we have control and can therefore implement management actions, consistent with Auckland Airport's sustainability strategy.

Our organisational boundary encompasses the activities and companies listed in Figures 1 and 2, below.



Boundary of operational control

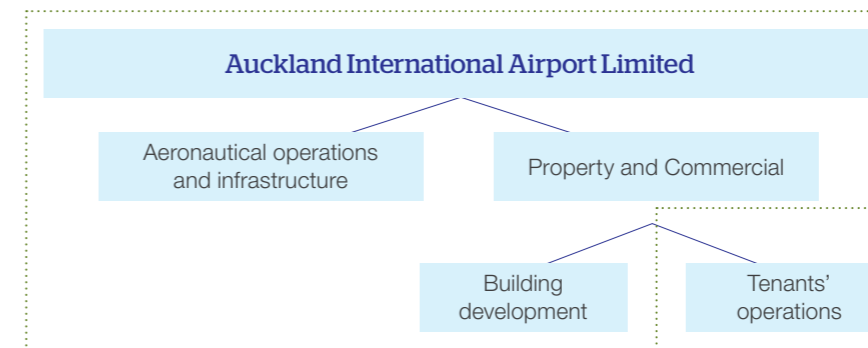


Figure 1: Auckland Airport's business activities

Boundary of operational control

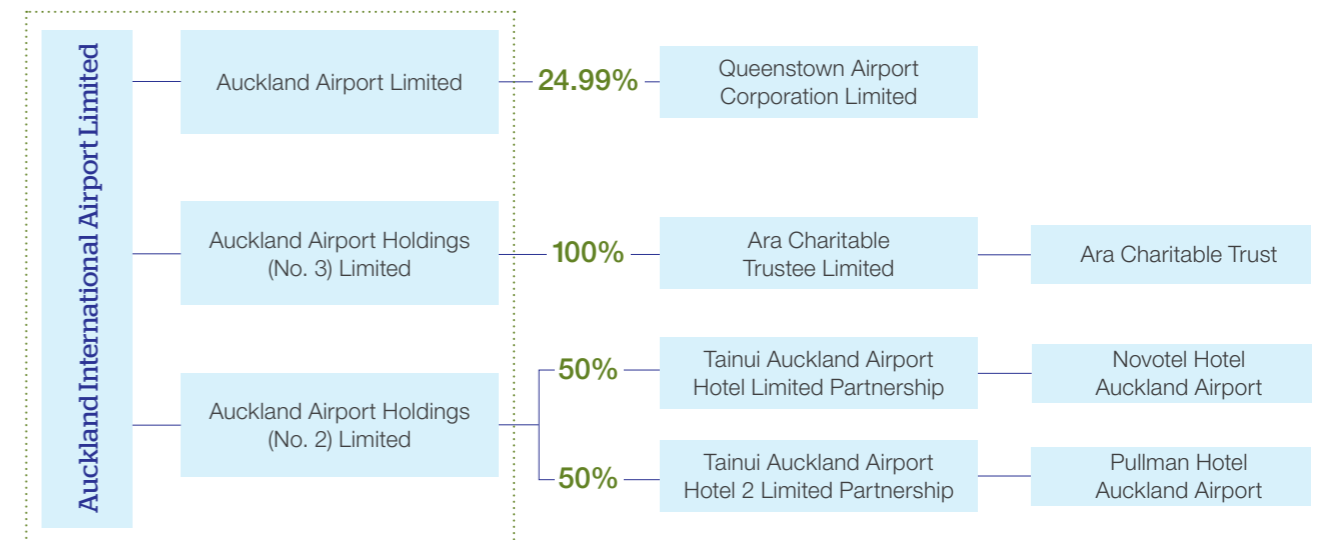


Figure 2: Auckland Airport's organisational boundary

GHG emissions source inclusions

Auckland Airport includes scope 1, 2 and some scope 3 emissions from all relevant Kyoto Protocol gases in our carbon inventory. The emissions sources in Table 5 have been included in the GHG emissions inventory.

Table 5: Included emissions sources, data collection methodology and assumptions

Scope	Emissions source	Summary of data source	Uncertainty (description)
Scope 1	Natural gas	Supplier invoices for monthly consumption.	Assumes that meter reading has been done correctly.
	Petrol and diesel	Fuel purchased through company fuel cards. Supplier invoices for bulk diesel purchase.	Assumes that all company fuel cards have been captured.
	Refrigerants	Refrigerant leakage calculated through the 'top-up' method.	Assumes all refrigerant leakage has been identified and topped up.
	LPG	Supplier invoices for LPG purchase.	Assumes all invoices were captured within the finance system.
	Fire extinguisher	Supplier invoices for fire extinguisher purchases.	Assumes all invoices were captured within the finance system.
Scope 2	Electricity	Supplier invoices for monthly consumption.	Assumes that meter reading has been done correctly. Electricity emission factor based on 2020 New Zealand grid mix.
	T&D losses – AIAL-owned lines	Supplier invoices for monthly consumption. Transmission loss factor provided by third party.	Uses loss factor which is the average from April 2020 – April 2022. Assumes this is a suitable loss factor from the reporting period.
Scope 3	T&D losses – Vector network	Supplier invoices for monthly consumption.	Assumes that meter reading has been done correctly.
	Business travel	Third-party reporting for annual air travel and accommodation.	Assumes that all corporate travel has been booked through the travel provider.
	Landfilled waste	Monthly supplier invoices.	Assumes that third-party contractors have correct values. Some retail and property tenants' (i.e. other tenants in the Quad 5 office building) waste will also be included in these figures; however, it is assumed these quantities will be minimal compared to the overall waste profile.
	Water supply and treatment	Quarterly invoicing/meter reading.	Assumes that meter reading has been done correctly.
	Construction emissions	Quantities of concrete, asphalt, aggregate and steel used per construction/maintenance project during the reporting period provided by the project's Quantity Surveyor. Concrete and steel emission factors sourced from BRANZ CO ₂ NSTRUCT v2.0 2021. Aggregate and asphalt emission factors sourced from IS Materials Calculator v1.2 NZ 2020.	Assumes that the Quantity Surveyor's results are correct. Estimated quantities used for maintenance projects. Uses the average of a combination of emission factors from multiple companies and locations. Assumes that these general emission factors are suitable for the specific construction materials used at Auckland Airport.
	Aircraft Landing and Take-Off (LTO) emissions	Emissions from the landing and take-off cycle of aircraft, including taxiing, take-off, climb out and approach. Calculated using methodology and emissions factors provided through the Airports Council International ACERT v6.0.	Any gaps in aircraft types within the tool filled by using emissions factors for aircraft with similarly sized engines of the same brand. Assumes that these are suitable for the aircraft type. Where aircraft taxi time has not been recorded (i.e. taxi time = 0), emissions for the aircraft movement have been partially calculated. The taxi portion of emissions for these movements have been excluded.
	Aircraft engine testing	Emissions from aircraft engine testing. Calculated using methodology and emissions factors provided through the Airports Council International ACERT v6.0.	Assumes that all engine testing has been captured by the Control Tower.

GHG emissions source exclusions

The following emissions sources have been excluded from the GHG emissions inventory.

Table 6: Excluded emissions sources

Emissions source	Explanation
Staff and passenger commuting	Staff and passengers commuting to and from the airport for work and/or travel is excluded from the inventory at this time due to an absence of data.
Aircraft auxiliary power unit ("APU") usage	Aircraft APU usage (usually included within LTO calculations) has been excluded from the inventory at this time due to an absence in data collection methodology.
Ground support equipment ("GSE")	GSE usage has been excluded from the inventory at this time due to an absence of data.
Construction equipment	Construction equipment has been excluded from the inventory at this time due to an absence of data.
Freight	Freight is limited to couriers for small parcels/packages. Data is not available for tracking weights, only dollar spend. Emissions from freight are considered <i>de minimis</i> (too minor).
Staff mileage	Emissions associated with local travel by staff for work claimed as mileage are considered <i>de minimis</i> .
Transport of materials	Emissions associated with the transport of materials to the airport for repairs, maintenance and construction are excluded from the inventory. These emissions are less material than the embodied emissions, which are included in the inventory.
Sanitary waste	The third-party contractor does not report the quantity of waste collected from bathroom sanitary bins and disposed of. The relative emissions are assumed to be <i>de minimis</i> .
Fire extinguisher use (over and above use by AES for fire training)	The quantity of CO ₂ fire extinguishers used beyond AES fire training during the reporting period is considered <i>de minimis</i> .
Construction waste	Construction waste is excluded from the inventory at this time due to an absence of data.
Natural gas T&D losses across pipes owned by AIAL	Auckland Airport only owns a very small proportion of the natural gas pipeline on precinct, so natural gas losses are assumed to be <i>de minimis</i> .



Base-year recalculation policy

This year, Auckland Airport have re-stated our base year to be the 2022 financial year, due to the addition of aircraft LTO and engine testing emissions. We have included the 2021 emissions within the inventory to allow comparison year-on-year.

Base-year data may need to be revised when material changes occur and have an impact on calculated emissions. This includes:

- If additional sources are discovered and represent more than 5% of total scope 1 and 2 emissions;
- If emission factors change substantially and are relevant to prior years (e.g. if the science behind a factor changed); or
- If the operational boundary changes significantly.

We expect our base year to be re-stated again in the 2023 financial year when we expand our scope 3 emissions reporting further.

Persons responsible

- Prepared by:** Jessica Lambert
Sustainability Advisor
- Reviewed by:** Andrea Marshall
Head of Masterplanning and Sustainability
- Approved by:** 
Mary-Liz Tuck
GM Strategic Infrastructure Planning and Transformation



Deloitte.

**INDEPENDENT REASONABLE AND LIMITED ASSURANCE REPORT
TO THE BOARD OF DIRECTORS OF AUCKLAND INTERNATIONAL AIRPORT LIMITED**

Report on Greenhouse Gas Emissions ('GHG') Inventory Report

We have undertaken a reasonable assurance engagement in relation to Scope 1 and 2 emissions and a limited assurance engagement in relation to Scope 3 emissions within the Greenhouse Gas Inventory Report (the 'Inventory Report') of Auckland International Airport Limited and its subsidiaries ('Auckland International Airport Limited' or the 'Company') for the year ended 30 June 2022, comprising the Emissions Inventory and the explanatory notes set out on pages 1 to 9.

The Inventory Report provides information about the greenhouse gas emissions of Auckland International Airport Limited for the year ended 30 June 2022 and is based on historical information. This information is stated in accordance with the requirements of International Standard ISO 14064-1 Greenhouse gases – Part 1: *Specification with guidance at the organisation level for quantification and reporting of greenhouse gas emissions and removals* ('ISO 14064-1:2018') and the Greenhouse Gas Protocol: *A Corporate Accounting and Reporting Standard (2004)* ('the GHG Protocol').

Board of Directors' Responsibility

The Board of Directors are responsible for the preparation of the Inventory Report, in accordance with ISO 14064-1:2018 and the GHG Protocol. This responsibility includes the design, implementation, and maintenance of internal control relevant to the preparation of an Inventory Report that is free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express an opinion on Scope 1 and 2 emissions and a limited assurance conclusion on Scope 3 emissions in the Inventory Report based on the evidence we have obtained. We conducted our reasonable and limited assurance engagements in accordance with International Standard on Assurance

Engagements (New Zealand) 3410: *Assurance Engagements on Greenhouse Gas Statements* ('ISAE (NZ) 3410'), issued by the New Zealand Auditing and Assurance Standards Board. That standard requires that we plan and perform the engagement so as to obtain reasonable assurance that Scope 1 and 2 emissions within the Inventory Report, and limited assurance that Scope 3 emissions within the Inventory Report are free from material misstatement, respectively.

Reasonable assurance for Scope 1 and 2 emissions

A reasonable assurance engagement undertaken in accordance with ISAE (NZ) 3410 involves performing procedures to obtain evidence about the quantification of emissions and related information in the Inventory Report. The nature, timing and extent of procedures selected depend on the assurance practitioner's judgement, including the assessment of the risks of material misstatement, whether due to fraud or error, in the Inventory Report. In making those risk assessments, we considered internal control relevant to the Company's preparation of the Inventory Report. We also:

- Assessed the suitability in the circumstances of the Auckland International Airport Limited's use of ISO 14064-1:2018 and the GHG Protocol as the basis for preparing the Inventory Report;
- Evaluated the appropriateness of quantification methods and reporting policies used, and the reasonableness of estimates made by the Auckland International Airport Limited; and
- Evaluated the overall presentation of the Inventory Report.

We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our reasonable assurance opinion in respect of the Scope 1 and 2 emissions.

Limited assurance for Scope 3 emissions

A limited assurance engagement undertaken in accordance with ISAE (NZ) 3410 involves assessing the

suitability in the circumstances of the Company's use of ISO 14064-1:2018 and the GHG Protocol as the basis for the preparation of the inventory report, assessing the risks of material misstatement of the inventory report whether due to fraud or error, responding to the assessed risks as necessary in the circumstances, and evaluating the overall presentation of the inventory report. A limited assurance engagement is substantially less in scope than a reasonable assurance engagement in relation to both the risk assessment procedures, including an understanding of internal control, and the procedures performed in response to the assessed risks.

The procedures we performed were based on our professional judgement and included enquiries, observations of processes performed, inspection of documents, analytical procedures, evaluating the appropriateness of quantification methods and reporting policies, and agreeing or reconciling with underlying records.

Given the circumstances of the engagement, in performing the procedures listed above we:

- Reviewed adherence to the principles and requirements outlined in ISO 14064-1:2018 and the GHG Protocol, which included a consideration of completeness;
- Obtained an understanding of the process of compiling and validating information received from data owners for inclusion in the Inventory Report;
- Reviewed material quantitative data, including corroborative enquiry and examined selected supporting documentation and calculations; and
- Compared the Inventory Report to the reporting requirements of ISO 14064-1:2018 and the GHG Protocol.

Inherent Limitations

Scope 1, 2 and 3 emissions

Non-financial information, such as that included in Auckland International Airport Limited Inventory Report, is subject to more inherent limitations than financial information, given both its nature and the methods used and

assumptions applied in determining, calculating, and sampling or estimating such information. Specifically, GHG quantification is subject to inherent uncertainty because of incomplete scientific knowledge used to determine emissions factors and the values needed to combine emissions of different gases.

As the procedures performed for this engagement are not performed continuously throughout the relevant period and the procedures performed in respect of the Company's compliance with ISO 14064-1:2018 and the GHG Protocol are undertaken on a test basis, our assurance engagement cannot be relied on to detect all instances where the company may not have complied with the ISO 14064-1:2018 and the GHG Protocol. Because of these inherent limitations, it is possible that fraud, error or non-compliance may occur and not be detected.

Scope 3 emissions

For the Scope 3 emissions, we note that a limited assurance engagement is not designed to detect all instances of non-compliance with the ISA 14064-1:2018 and the GHG Protocol, as it generally comprises making enquires, primarily of the responsible party, and applying analytical and other review procedures.

Our Independence and Quality Control

We are independent of the Group in accordance with Professional and Ethical Standard 1 International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board and the International Ethics Standards Board for Accountants' International Code of Ethics for Professional Accountants (including International Independence Standards), and we have fulfilled our other ethical responsibilities in accordance with these requirements. Our firm carries out other assignments for the Group in the area of financial statement assurance reporting, trustee reporting and assurance reporting for

regulatory reporting as well as non-assurance services provided to the Corporate Taxpayers Group. These services have not impaired our independence as auditor of the Company and Group. In addition to this, partners and employees of our firm deal with the Company and its subsidiaries on normal terms within the ordinary course of trading activities of the business of the Company and its subsidiaries. The firm has no other relationship with, or interest in, the Company or any of its subsidiaries.

The firm applies Professional and Ethical Standard 3 (Amended): *Quality Control for Firms that Perform Audits and Reviews of Financial Statements, and Other Assurance Engagements* issued by the New Zealand Auditing and Assurance Standards Board, and accordingly maintains a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Use of Report

Our assurance report is made solely to the directors of the Company in accordance with the terms of our engagement. Our work has been undertaken so that we might state to the directors those matters we have been engaged to state in this report and is for no other purpose. We accept or assume no duty, responsibility or liability to any other party in connection with the report or this engagement, including without limitation, liability for negligence in relation to the conclusions expressed in this report.

Reasonable Assurance Opinion for Scope 1 and 2 Emissions

In our opinion, the Scope 1 and 2 emissions of Auckland International Airport Limited within the Inventory Report for the year ended 30 June 2022 have been prepared, in all material respects, in accordance with the requirements of ISO 14064-1:2018 and the GHG Protocol.

Limited Assurance Conclusion for Scope 3 Emissions

Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention that causes us to believe that Auckland International Airport Limited's Scope 3 emissions within the Inventory Report for the year ended 30 June 2022 are not prepared, in all material respects, in accordance with the requirements of ISO 14064-1:2018 and the GHG Protocol.

Deloitte Limited

Chartered Accountants

18 August 2022
Auckland, New Zealand

