

# Summary of CEMARS certification

## Auckland International Airport Limited

Year 3 of 3 year certificate period

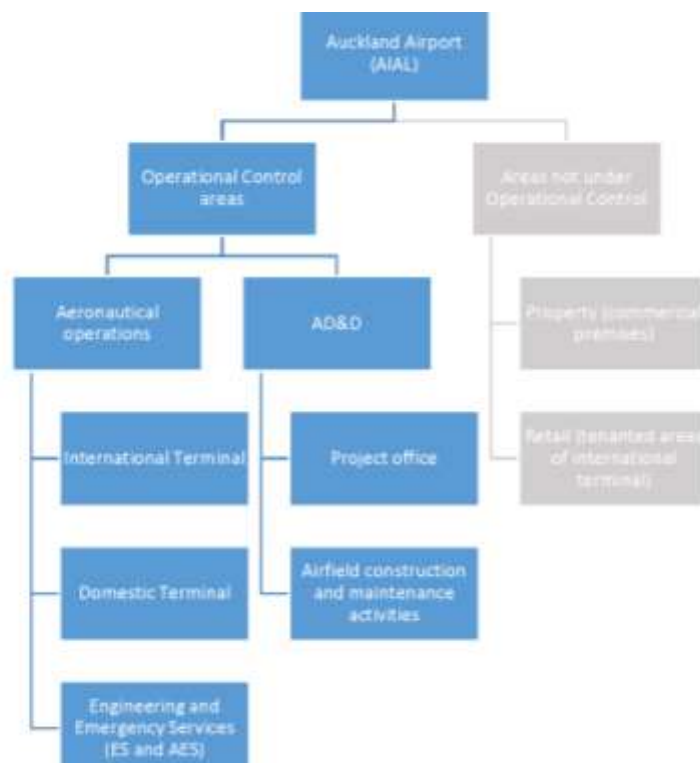
*Auckland International Airport Limited meets the requirements of CEMARS® certification having measured its greenhouse gas emissions in accordance with ISO 14064-1:2006 and committed to managing and reducing its emissions in respect of the operational emissions of its organisation.*



**Introduction<sup>1</sup>** – Auckland Airport operates the largest airport in New Zealand, with 20.5 million passengers in the 2018 financial year. The airport precinct attracts 14,00 workers every day, of which about 600 work directly for the airport. Auckland Airport is one of New Zealand's largest corporate entities and has a positive economic impact locally, regionally and nationally.

The airport is undergoing a significant expansion and development, which includes major upgrades of the energy and water systems within the operational control of the airport.

**Boundary** – Figure 1 below shows the organisational structure used for describing the organisation's greenhouse gas (GHG) emissions inventory, and what business units were included in the inventory in the context of the entire organisational profile. All business units were included in the inventory.



**Figure 1:** Organisational structure showing business units included and excluded.

**Consolidation approach** – The operational control consolidation approach has been used to account for operational emissions with reference to the methodology described in the GHG Protocol and ISO 14064-1:2006 standards.

**Base year** – 01/07/2011 - 30/06/2012

<sup>1</sup> **Disclaimer:** This Disclosure Statement is a summary of the verified information considered for certification and the certification decision. It should not be taken to represent the full submission for certification. Whilst every effort has been made to ensure that the information in this Disclosure Statement is accurate and complete, Enviro-Mark Solutions Limited does not, to the maximum extent permitted by law, give any warranty or guarantee relating to the accuracy or reliability of the information.

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Measurement period – 01/07/2017 - 30/06/2018

**Emissions source inclusions** – The operational GHG emissions for the organisation by emissions source are shown in Figure 2 below.

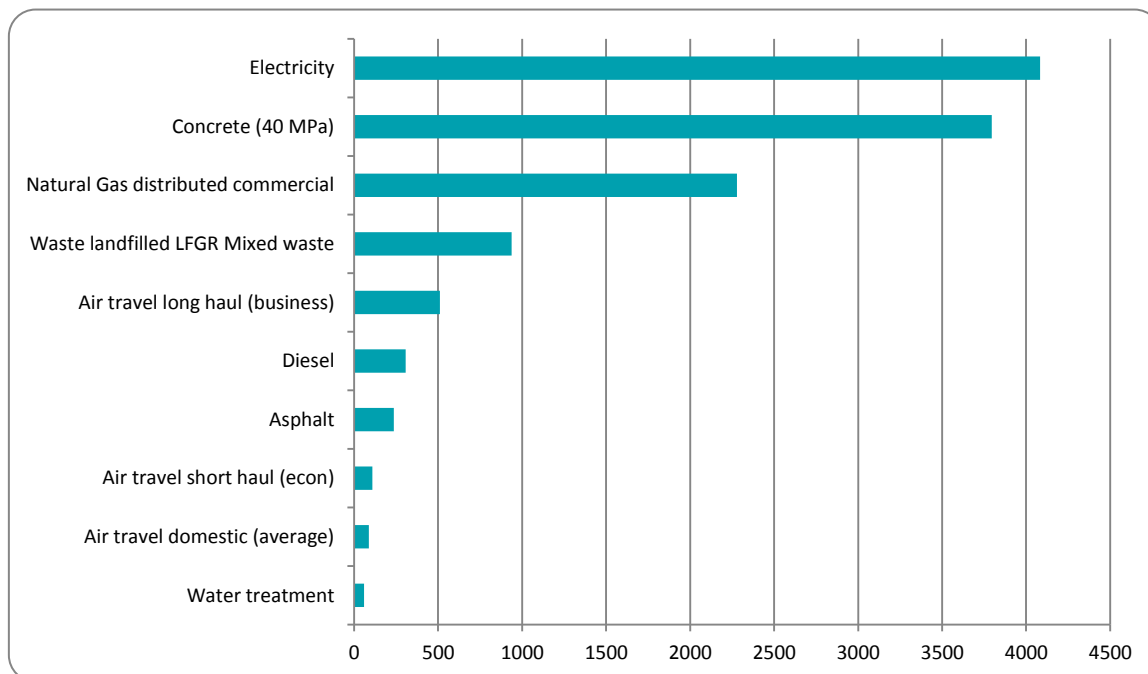


Figure 2: GHG emissions by emissions source (tCO<sub>2</sub>e).

Emissions as tonnes of carbon dioxide equivalents (tCO<sub>2</sub>e) for this period were:

Emissions summary by scopes		Units
Scope 1 total	2,661.46	tCO <sub>2</sub> e
Scope 2 total	4,082.44	tCO <sub>2</sub> e
Scope 3 total	5,829.11	tCO <sub>2</sub> e
Mandatory scope 3	1,702.85	tCO <sub>2</sub> e
Additional scope 3	63.53	tCO <sub>2</sub> e
One-time scope 3	4,062.74	tCO <sub>2</sub> e
<b>Total inventory:</b>	<b>12,573.01</b>	<b>tCO<sub>2</sub>e</b>

**Emissions source exclusions** – The following emissions sources were excluded from the inventory for this measurement period:

- Freight is limited to couriers used for small parcels and packages and is considered *de minimis*
- Some rental cars are booked with travel but very few so any emissions are considered *de minimis*
- Emissions resulting from staff travel claimed through mileage is *de minimis*
- Emissions resulting from staff travel by taxi is *de minimis*
- Emissions from tenanted buildings and areas tenanted in terminals are considered out of scope as Auckland Airport has no operational control
- Emissions from shareholdings in Queenstown and Cairns/ McKay are considered out of scope as the shareholdings are a minority and Auckland Airport has no operational control
- Emissions from contractors are considered out of scope as Auckland Airport has no operational control
- Refrigerants held by property tenants on ground leased properties are excluded as AIAL has no operational control



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**Emissions reduction commitments** – A GHG emissions management plan and reduction targets have been developed.

Auckland Airport has an energy reduction target of 20% by 2020 on a per passenger basis. This target applies to aeronautical operations and a similar target is being established for the whole of airport which will measure energy improvements in terms of energy per m<sup>2</sup>. Auckland Airport has a 2014 sustainability policy that identifies these targets for the whole business and considers these targets to be best practice for the airport sector. It also has a separate energy management policy and plan that details projects and outcomes out to 2020.

**Emissions reductions summary against last year's plan** – This is the 7<sup>th</sup> year of reporting under CEMARS programme. An absolute reduction in Scope 1 and 2 emissions of 2074.94 tCO<sub>2</sub>e has been achieved against base year. A reduction in emissions intensity (for Scope 1, 2 and mandatory Scope 3 emissions) of 8.52 tCO<sub>2</sub>e/\$M has been achieved; based upon a 5 year rolling average.

**Verified by** – Enviro-Mark Solutions Limited

**Data quality score** – High

**Threshold of materiality** – Excluded emissions do not exceed 5% of the total footprint within the organisation boundary stated.

**Level of assurance** – Reasonable

**Certification status** – CEMARS certified organisation

**Certificate number** – 2016082J, Year 3 of 3 year certificate period

**Valid until** – 28 September 2019

Auckland Airport, 4 Leonard Isitt Drive, Auckland Airport, Auckland 2150, New Zealand  
Telephone: +64 9 275 0789. Web: [www.aucklandairport.co.nz](http://www.aucklandairport.co.nz).