

**57th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Incheon, Republic of Korea
4 – 8 July 2022*

AGENDA ITEM 7: AVIATION AND ENVIRONMENT

ACI'S APPROACH TO AIRPORTS DECARBONIZATION

Presented by the Airport Council International (ACI) Asia-Pacific

SUMMARY

The United Nations Intergovernmental Panel on Climate Change Reports in 2022 warned further delay in global climate action will miss the rapidly closing window to secure a livable future. In view of this, the aviation industry should step up its efforts to combat against climate change. This paper provides an update on ACI Asia-Pacific's contributions to the reduction in CO₂ emissions at airports, mainly by urging airport members to make commitments to the Long-Term Carbon Goal and providing carbon management best practices document and tools such as *Airport Carbon Accreditation* and Airport Carbon and Emissions Reporting Tool (ACERT).

ACI's APPROACH TO AIRPORTS DECARBONIZATION

1. INTRODUCTION

1.1 In light of the most recent United Nations Intergovernmental Panel on Climate Change (IPCC) Special Report¹ on Global Warming of 1.5°C and with the imminent entry into force of the Paris Agreement², the aviation industry should step up its efforts in the combat against climate change.

1.2 The latest IPCC reports published in August 2021, February 2022 and April 2022 reaffirmed that climate change is already affecting every region on Earth, threatening human wellbeing and the health of the planet. The fossil fuel infrastructures that are underway will cause the world to surpass the 1.5°C thresholds. Any further delay in concerted global action will miss a brief, rapidly closing window to secure a livable future.

1.3 In response, ACI member airports at a global level committed to reach Net Zero Carbon emissions by 2050 and urged governments to provide the necessary support in this endeavour. It was the first net zero commitment made in June 2021 at the global level in the aviation sector which was based on a comprehensive long-term goal feasibility assessment.

1.4 The goal is limited to carbon emissions for which the airport operator is directly or indirectly responsible, referred to as scope 1 and scope 2 emissions, but airports are also committed to facilitate the decarbonization of aviation emissions. ACI fully supports an ambitious ICAO LTAG goal to be agreed at 41st Assembly.

1.5 The ACI long term goal feasibility study considered regional differences in order to set a common global goal with an understanding that pathways are expected to vary according to the region, the level of maturity of some technology developments, drivers, business cases, opportunities and challenges, particularly the grid decarbonization. The acknowledgement that different decarbonization pathways were part of the solution to achieve a common global goal was one of the enabling elements to reach consensus. The steps to Net Zero Carbon emissions will require shared policies and collaboration with industry, government and other stakeholders.

2. DISCUSSION

Collaboration with Governments

2.1 The ACI Asia-Pacific Regional Assembly on 18th May unanimously passed a resolution calling airports to voluntarily commit to achieving net zero carbon emissions and develop action plans to meet this commitment, and embed low carbon, resource efficient technologies into new and existing operations and infrastructure; and urging governments' support to decarbonize the electricity grid and facilitate renewable energy transition at airports.

2.2 The greatest source of carbon emissions of airport operators is the energy used to power terminals and equipment. Therefore, the decarbonization of the electricity grid, which the airports have a limited ability to change, will be an essential component of the likelihood of them reaching Net Zero carbon emissions by 2050. Renewables are also needed for the development of Sustainable Aviation Fuel (SAF), green hydrogen and green electrification of aircraft and ground support equipment and vehicles.

¹ The Special Report on Global Warming released by the United Nations Intergovernmental Panel on Climate Change (IPCC) on 8 October 2018 indicated that limiting global temperature rise of this century below 1.5 degrees Celsius is indispensable to limit the most catastrophic and irreversible consequences of global warming. This will require urgent and drastic action through unprecedented and deep emissions reductions in all sectors to ensure global emissions decline by -45% by 2030 and reach net zero by 2050.

² In December 2015, at the United Nations Framework Convention on Climate Change (UNFCCC) Conference of the Parties (COP-21) in Paris, more than 190 member states had committed and signed the Paris Agreement, which aimed to keep global temperature rise of this century below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius.

2.3 Indeed, renewable energy is a strategic issue for States and the global economy. The grid decarbonization will happen unevenly across the globe and green energy will remain a scarce resource for many. Therefore, States should cooperate and consider the development of policies and mechanisms which could accelerate renewables deployment globally, such as power purchase agreements and book and claim systems which could be used among stakeholders from different States.

2.4 Twenty ICAO Asia-Pacific Member States have already made commitments of net zero or carbon neutrality goal at various years, and twenty-two airports have officially pledged to achieve net zero carbon emission by 2030-2050, but financial and regulatory support is needed from governments to develop their own roadmaps and for them to implement their decarbonization strategies and action plans.

2.5 Effective action to achieve sustainable development goals will depend on the ability of airports to integrate sustainability as the core of their corporate strategies. The multi-sector collaboration will play a critical role in ensuring a resilient aviation ecosystem that is capable of achieving global sustainability goals. There is an ever-increasing pressure on airports and other aviation stakeholders to deliver sustainability so as to attract and grant finance. Sharing climate related risks is becoming a condition for investment. This requires a combination of efforts which align mitigation and adaptation initiatives to ensure a sustainable and resilient aviation ecosystem.

2.6 To meet future air passenger demand in Asia-Pacific, investments in new greenfield airports, as well as significant investments to expand and maintain existing airport infrastructure, will be required. Between 2021 and 2040, projections indicate approximately USD 1.3 trillion in airport total capital investments will be needed to address the long-term trend in passenger demand. Of this amount, 44 per cent of the CAPEX needs are for new greenfield airport construction, representing USD 579 billion between 2021 and 2040. The imperious need to address the capital expenditure need and decarbonization challenges shall be recognized to ensure the economically and environmentally sustainable development of airports.

2.7 To facilitate best practices sharing in airports carbon management, the complimentary Green Airports Recognition 2022 - Carbon Management publication is available for download at ACI Asia-Pacific [website](#), this publication showcased many innovative best practices in equipment and infrastructure energy management, onsite generation or purchase agreements of renewable energy, strategic roadmap for net zero carbon, nature-based carbon sequestration, collaborative approach towards decarbonization and addressing waste to reduce carbon emissions.

2.8 ACI Asia-Pacific reported in detail the history, purposes, methodology and benefits of Airport Carbon Accreditation and Airport Carbon and Emissions Reporting Tool in discussion paper DP/3.5/2 presented to DGCA/51 held in Hong Kong in 2014 and discussion paper DP/7/9 presented to DGCA/56 held in Kathmandu in 2019. The Conference encouraged States/Administrations interested in including supplemental benefits within their State Action Plans to note that they can consider using the ACERT. Below are some updates for this Conference:

Airport Carbon Accreditation - Updates

2.9 *Airport Carbon Accreditation* was the first ever carbon mapping and carbon management standard specifically designed for the airport industry. Independent third-party verification by an approved verifier is an essential component of the programme. Airports can participate at one of the four progressively stringent levels of accreditation: 1. Mapping; 2. Reduction; 3. Optimisation; and 4. Transformation. In addition, airports at Level 3 and 4 can choose to offset their residual emissions, thereby achieving Level 3+ (Neutrality) and Level 4+ (Transition) respectively.

2.10 Participation in *Airport Carbon Accreditation* is entirely voluntary. The institutionally-endorsed programme is governed by an advisory board independent of ACI to ensure its credibility and global standard. The accounting method to measure carbon dioxide emissions are based on the internationally accepted Greenhouse Gas Protocol.

2.11 The number of the participants in *Airport Carbon Accreditation* programme has been consistently increasing despite the pandemic on account of the programme's ability to help airports to reduce carbon footprints and gain public recognition. To date, 400 airports worldwide including 64 in Asia-Pacific and the Middle East have been accredited. These 64 airports, listed in the appendix, handle 41.2% of the air passenger traffic in Asia-Pacific and the Middle East.

2.12 *Airport Carbon Accreditation* enables the industry to track the carbon management performance of accredited airports. From May 2019 to May 2021, airports participating in the programme worldwide achieved a reduction of 347,718 tonnes of CO₂ compared to the previous year on the basis of a 3-year-rolling average. Of these reductions, 73,523 tonnes were contributed by Asia-Pacific and the Middle East Airports. Because of its proven capability as a tool to reduce the carbon footprints of aerodrome operators, *Airport Carbon Accreditation* has been referenced in the States Action Plan to Reduce Carbon Emissions in Aviation by many Member States in Europe and Asia, e.g., Australia, Demand, France, Germany, India, Indonesia, Norway, Sweden, Switzerland and United Kingdom, etc.

2.13 In the last few years, the programme has seen numerous improvements such as providing updated guidance documents on CO₂ offsetting for airports and case studies on carbon reduction, to improve transparency; the *Airport Carbon Accreditation* application manual and a short guide to *Airport Carbon Accreditation* were made public and available for download through the *Airport Carbon Accreditation* [website](#). In November 2020, two new accreditation levels – Level 4 (Transformation) and Level 4+ (Transition) – were launched, bringing the programme in line with the latest scientific and policy developments. To enhance the collective spirit of the programme, a mentorship initiative was launched in early 2021, whereby airports volunteer to utilise their know-how and experience in carbon management to aid their peers, helping to remove entry-level barriers through knowledge and best practice sharing with new entrant airports lacking necessary resources to enter the programme or to progress through higher levels.

Airport Carbon and Emissions Reporting Tool – Updates

2.14 The Airport Carbon and Emissions Reporting Tool (ACERT) is a self-contained Excel spreadsheet that helps an airport operator to calculate its own greenhouse gas (GHG) emissions. It is available at no charge to airports and can be used by non-experts by inputting easily available operational data. ACERT is currently available in version 6 from the ACI website at <https://store.aci.aero/form/acert/>.

2.15 While *Airport Carbon Accreditation* does not specifically require a carbon calculation model, it accepts the current version of ACERT (v6) as a tool for reporting carbon emissions. Since November 2018, it has had 1,062 unique downloads. Currently, there are 84 airports using ACERT as carbon footprint calculation tool to fulfil *Airport Carbon Accreditation* requirement.

3. ACTION BY THE CONFERENCE

3.1 Given the synergy and effectiveness of the *Airport Carbon Accreditation* programme in empowering airports to reduce their carbon emissions in alignment with global climate goals, the Conference is invited to:

- a) Recognize the efforts and contributions of airports in Asia-Pacific in combating climate change; and
 - b) Encourage their aerodrome operators to adopt ACERT and voluntarily participate in *Airport Carbon Accreditation*; and
 - c) Encourage States/Administrations interested in including supplemental benefits within their State Action Plans to consider using the *Airport Carbon Accreditation*; and
 - d) Support airport operators to implement their decarbonization strategies.
-

Appendix

Level of Accreditation	Country / Territory	Airports
LEVEL 1 MAPPING	Australia	Broome International Airport
	Australia	Longreach Airport,
	China	Zhengzhou Xinzheng International Airport,
	Fiji	Tahiti-Faa'a International Airport
	New Zealand	Hamilton Airport
	Oman	Duqm Airport
	Oman	Muscat International Airport
	Saudi Arabia	King Khalid International Airport
	Thailand	Phuket International Airport
	LEVEL 2 REDUCTION	Australia
Australia		Hobart International Airport
Australia		Melbourne Airport
Australia		Mount Isa Airport
Australia		Perth Airport
Australia		Townsville Airport
Cambodia		Phnom Penh International Airport
Cambodia		Siem Reap International Airport
Cambodia		Sihanoukville International Airport
India		Biju Patnaik International Airport
India		Lal Bahadur Shastri International Airport
India		Netaji Subhash Chandra Bose International Airport
India		Trivandrum International Airport
Macau SAR		Macau International Airport
New Caledonia		Aéroport International de Noumea-La Tontouta
New Zealand		Hawke's Bay Airport
New Zealand		New Plymouth Airpor
New Zealand		Palmerston North Airport

Level of Accreditation	Country / Territory	Airports
LEVEL 3 OPTIMISATION	Australia	Adelaide Airport
	Australia	Brisbane International Airport
	Australia	Parafield Airport,
	Australia	Sydney Airport
	Bahrain	Bahrain International Airport
	China	Chengdu Shuangliu International Airport
	China	Guangzhou Baiyun International Airport
	China	Shenzhen Bao'an International Airport
	Chinese Taipei	Kaohsiung International Airport
	Chinese Taipei	Taoyuan International Airport
	Fiji	Nadi International Airport
	Hong Kong SAR	Hong Kong International Airport
	Japan	Narita International Airport
	Malaysia	Kuala Lumpur International Airport
	Oman	Salalah Airport
	Qatar	Hamad International Airport
	Republic of Korea	Incheon Airport
	Singapore	Singapore Changi Airport
	Thailand	Chiang Mai International Airport
	Thailand	Don Mueang International Airport
	Thailand	Hat Yai International Airport
	Thailand	Mae Fah Luang Chiang Rai International Airport
	Thailand	Suvarnabhumi Airport
United Arab Emirates	Abu Dhabi International Airport	
United Arab Emirates	Dubai International Airport	
United Arab Emirates	Dubai World Central	
LEVEL 3+ NEUTRALITY	Australia	Sunshine Coast Airport
	India	Chhatrapati Shivaji International Airport
	India	Kempegowda International Airport
	India	Rajiv Gandhi International Airport
United Arab Emirates	Sharjah Airport	
LEVEL 4 TRANSFORMATION	Japan	Kansai International Airport
	Japan	Kobe Airport
	Japan	Osaka International Airport
	New Zealand	Christchurch Airport
LEVEL 4+ TRANSITION	India	Indira Gandhi International Airport
	Jordan	Queen Alia International Airport