



Aviation carbon initiative launched

WSP Environment & Energy co-author and administer new Airport Carbon Accreditation initiative.

Initiative launched – 16 June 2009

Today, at a leading aviation summit in Manchester, UK, a new ground-breaking and voluntary carbon management performance standard has been launched to airport operators across Europe. The initiative, 'Airport Carbon Accreditation', has been co-authored by WSP Environment & Energy (WSP) in-conjunction with ACI Europe (ACI-E) and will also be administered by WSP.

ACI Europe (Airports Council International) is a worldwide professional association of airport operators and in Europe represents 440 airports across 45 countries. Working with WSP, this leading and influential aviation body has acknowledged the desire of their membership to take action and play their part in measuring and reducing their carbon emissions. The result of this collaboration is the Airport Carbon Accreditation (ACA) launched to their membership, an audience of all air transport industry stakeholders, at their annual congress in Manchester on 16 June 2009.

ACA recognises that airports are at different points of the journey towards comprehensive carbon management and carbon neutrality. It will enable airports to implement carbon management processes and gain public recognition for their efforts through the attainment of accreditation at different levels.

It is an independent scheme based on existing international standards for the measurement of carbon emissions and reporting standards; for example, emission footprints must be independently verified in accordance with ISO 14064 GHG Accounting, and evidence of carbon management processes must be independently verified.

ACA – 4 levels to the journey

The four levels mirror the journey that ACI-E has observed that their member airports take: measuring direct emissions; managing these emissions downwards; expanding carbon discussions to third parties on site; and ultimately using a combination of on-site emissions reductions and off-site carbon offsets to reach carbon neutrality.

ACA is designed to recognise that airports are making demonstrable efforts towards a low-carbon existence. Airports that 'sign up' for ACA will need to satisfy year on year requirements to achieve or remain at a level of accreditation.

In detail the 4 levels of accreditation recognise and require:

Level 1: Carbon footprint measurement

- An airport must determine its 'operational boundary' and the emissions sources within that boundary which are Scope 1 and Scope 2 sources, as defined by the GHG Protocol, which are essentially emissions sources that an airport has direct control over.
- For a recent year, data must be collected and emissions calculated, with a carbon footprint compiled.
- Prior to submission an airport must engage an independent third party auditor to verify the carbon footprint calculation in accordance with ISO 14064.

Level 2: Carbon management and progress towards a reduced footprint

- All activities in Level 1 must be completed.
- Verified evidence is required of the effective use of carbon management procedures.
- Verified evidence is also required that an airport's carbon footprint is reducing

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over time in relation to Scope 1 and 2 emissions sources.

- The reduction in carbon footprint must be clear from consecutive annual submissions.

Level 3: Engagement with third parties on the airport for footprint reduction

- All activities in Level 2 must be completed.
- The scope of an airport's carbon footprint must be widened to include a number of compulsory Scope 3 emissions over which it has influence as well as any additional Scope 3 emissions an airport wishes to include.
- Scope 3 emissions an airport has influence over will include Landing / Take Off cycle emissions; surface access to the airport for passengers and staff; and staff business travel emissions.
- An airport must provide verified evidence that it has engaged with third party operators, such as independent baggage handling, catering, and similar service companies, and that there is increasing co-operation and collaboration between an airport and third parties to reduce wider airport-based emissions.

Level 4: Carbon neutrality for direct emissions

- All activities in Level 3 must be completed.
- An airport must offset the residual Scope 1 and Scope 2 emissions footprint. This demonstrates a commitment to carbon neutral operations in respect of the emissions sources that an airport has direct control over.

Which airports can take part?

The initiative is open to all member airports of ACI Europe. This means ACA is equally applicable to single operator regional or seasonal holiday airports and highly complex multi-operator 'organisms', i.e. the international hubs.

The complexity of an airport will affect which companies operate equipment that cause carbon emissions, however, all airports have a common set of generic emissions sources.

How was ACA designed?

ACI Europe and WSP mapped the emissions sources at a wide range of airports. These included fixed sources; mobile sources; off-site generation; off-site transport and aircraft movements both on the ground and on final approach / initial departure.

ACA is structured so that a participating airport will measure and manage more and more of these emission sources as it progresses through the levels, as well as demonstrating continuous improvement in the reduction of emissions from sources under their direct control.

In structuring the initiative, ACI Europe and WSP defined typical emissions sources from airport operations as:

- Combustion sources:
 - heating and combined heat & power sources
 - emergency generators
 - mobile engines such as ground power units
 - on-site transport, e.g. coaches, baggage handling, airfield operations vehicles, etc.
- Off-site generation
 - imported grid power



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- imported heat (steam / hot water) or power from third party, 'over the fence' operator
- Aircraft emissions (LTO cycle)
 - emissions from 3000 ft to touch-down
 - taxiing emissions (arrival & departure)
 - on-stand APU emissions
 - take-off emissions
 - initial climb emissions (to 3000 ft)
- Off-site transport
 - passenger access (travel to / from airport)
 - staff access (commute to the airport for work)

Definitions used by ACA follow the principles of the World Business Council for Sustainable Development and the World Resources Institute 'Greenhouse Gas Protocol' Corporate Accounting and Reporting Standard. ACA uses the same Scope 1, 2 & 3 definitions, overlaid with the airport-industry concept of 'Control, Guide, Influence'.

FURTHER INFORMATION

As co-author and scheme administrator, these are the key contacts you can talk to at WSP Environment & Energy to get more information on ACA:

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