



ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 20: Environmental Protection – Aircraft Noise – Policy, Standardization and Implementation Support

Agenda Item 21: Environmental Protection – Aircraft Engine Emissions affecting Local Air Quality – Policy, Standardization and Implementation Support

Agenda Item 22: Environmental Protection – International Aviation and Climate Change – Policy, Standardization and Implementation Support

AIRPORTS CONTRIBUTION TO ENVIRONMENTAL PROTECTION

(Presented by the Airports Council International)

EXECUTIVE SUMMARY

ACI represents airports interests worldwide and actively collaborates with other entities in the aviation industry and with ICAO. In furthering its objectives with respect to environmental protection, the ACI World General Assembly (WAGA) has passed resolutions to support ICAO's work and aviation industry initiatives on the subject. In addition, ACI continuously supports the work of CAEP and has several independent projects to assist its member airports to effectively address the environmental impacts of their activities, including, but not limited to, the following:

- a) *Airport Carbon Accreditation*, with 162 airports accredited in over 50 countries around the world, managing their Greenhouse Gas (GHG) emissions, while welcoming 2.2 billion passengers a year, representing more than 33% of global air passenger traffic.
- b) The Airport Carbon and Emissions Reporting Tool (ACERT), freely distributed to assist airports in managing their carbon emissions without the need for an environmental expert and currently in its 4.0 version. This latest version is especially designed to be compatible with all Airport Carbon Accreditation levels, and is also able to take into account the emissions offset by airports accredited at level 3+ (neutrality).
- c) Regional and World Environmental Standing Committees, providing expertise on the most relevant issues of environmental protection affecting airports and their communities.
- d) Training and capacity building on environment, including through the ACI Developing Nations Assistance (DNA) program.
- e) Sustainable renewable energy, including alternative jet fuels implementation at airports.
- f) ACI social responsibility towards the environment goes beyond the impact of aviation on the environment: it is also engaged with the aviation industry against the use of its global connectivity to wildlife trafficking.

Strategic Objectives:

This working paper relates to Strategic Objectives E: *Environment Protection*

<i>Financial implications:</i>	This information paper relates to Strategic Objective E: Environmental Protection
<i>References:</i>	No financial implication

1. INTRODUCTION

1.1 Airports Council International (ACI) has, for 25 years, been the leading international organization that represents airports globally. It serves 592 members operating 1,853 airports in 173 countries. ACI's mandate is to advance the collective interests of, and acts as the voice of the world's airports and the communities they serve and to promote professional excellence in airport management and operations. ACI works to maximize the contributions of airports to maintaining and developing a safe, secure, environmentally sustainable, efficient and customer friendly air transport system;

1.2 One of the main interests of ACI is to achieve cooperation among all segments of the aviation industry and their stakeholders as well as with governments and international organizations, such as ICAO.

2. ACI SUPPORT TO ICAO AND THE AVIATION INDUSTRY ON ENVIRONMENTAL PROTECTION

2.1 ACI Resolution 7, agreed at the ACI World Annual General Assembly held in Panama City on 1 September 2015, supports ICAO's work on environmental protection, including State Action Plans, the aircraft CO₂ emission standard, the development of sustainable alternative aircraft fuels and a Global Market-Based Measure (GMBM). The same Resolution also supports ATAG's joint industry position on aviation and climate change including its goals to become carbon neutral by 2020 and reduce carbon emissions by 50% by 2050 compared to 2005 levels. The ACI World Annual General Assembly is also expected to approve (on 28 September 2016) a further Resolution, reaffirming ACI's support for a single position of the industry in favour of the implementation of the Carbon Offset and Reduction Scheme for International Aviation (CORSA) as the single Global Market-based Measure for international aviation.

2.2 Therefore, ACI, under the umbrella of ATAG, supports a single position from the aviation industry in favour of the implementation of a GMBM to international aviation in the form of a carbon offsetting scheme. ACI also supports the role of ICAO to continue leading the efforts to address international aviation's CO₂ emissions impact through technology improvements, including sustainable alternative fuels, operational improvements, infrastructure measures and a properly-designed GMBM to address any remaining emissions reduction gap.

2.3 ACI Resolution 5, of the same date in Panama, supports strongly the initiative by ICAO on the theme of No Country Left Behind (NCLB), and shares the goals and objectives of bringing ICAO, States, the donor/development community and industry together to help maximize opportunities. For instance, ACI will participate in the Third Capacity Building for CO₂ Mitigation Seminar organized by ICAO Environment as part of the ICAO-EU Assistance Project from October 31 to November 4 in Libreville, Gabon, contributing with a specific Session on airports.

2.4 ACI is also an accredited Observer in the ICAO Committee on Aviation Environmental Protection (CAEP) contributing with several experts to the discussions and recommendations in the Committee. For instance, ACI led the CAEP/10 task which delivered the ICAO Circular on Community Engagement for Environmental Management. This document showcases 48 successful case studies of community engagements, providing international recognition for airports and their long term community engagement practices as an essential complement to the four pillars of the noise balanced approach. It exemplifies the fact that airports consider engaging with their communities essential to receive the necessary license to grow.

2.5 ACI also welcomes important recommendations from the CAEP/10 meeting, including new CO₂ and nvPM standards, the update on the Airport Planning Manual Part II, environmental benefits from the ASBU Block 0 implementation, and future work items such as the PBN implementation and Community Engagement, among others.

3. AIRPORT CARBON ACCREDITATION

3.1 *Airport Carbon Accreditation* was launched in Europe in 2009, as the first ever carbon mapping and carbon management standard specifically designed for the airport industry. It is a voluntary programme based on internationally acknowledged standards (Greenhouse Gas Protocol and ISO 14064), adapted to the operational parameters of an airport. It is a successful program and by 2014, it had expanded to all the other world regions. As of 24th August 2016, 162 airports have been accredited in over 50 countries representing 2.2 billion passengers a year, some one-third of global air passenger traffic.

3.2 The programme has four ascending levels of accreditation: “Mapping” (Level 1); “Reduction” (Level 2); “Optimisation” (Level 3); and, “Neutrality” (Level 3+), giving opportunity to any airport to initiate or advance their GHG emissions reductions plans. While Levels 1 and 2 focus on the emissions under an airport’s direct control, as of Level 3 the airport operator is also required to demonstrate effective engagement with other stakeholders operating at the airport to map and manage their carbon emissions. The reach of *Airport Carbon Accreditation* thus goes beyond the airport operator and contributes to the achievement of the aviation industry’s overall sustainability goals.

3.3 In year 7 (May 2015- May 2016) of the programme, *Airport Carbon Accredited* airports worldwide have demonstrated a reduction of 206,090 tonnes of CO₂ which is the equivalent to the annual CO₂ sequestered by 1,450 acres of forest.

3.4 Currently, 24 airports have reached the highest level of accreditation “Neutrality” which means that in addition to reducing their own carbon emissions as much as possible, they have been offsetting their residual emissions. This places airports at the forefront of market based measures to reduce CO₂ emissions in the aviation industry.

3.5 In 2015, ACI has signed a *Memorandum of Understanding* (MoU) with the United Nations Framework Convention on Climate Change (UNFCCC) to develop a framework of common support to the Climate Neutral Now initiative from the UNFCCC and *Airport Carbon Accreditation* from ACI. UNFCCC has become a member of the independent *Airport Carbon Accreditation* Advisory Board, which also includes representatives from other authoritative institutions such as ICAO, the European Commission, EUROCONTROL and the US FAA.

4. AIRPORT CARBON AND EMISSIONS REPORTING TOOL (ACERT)

4.1 ACI worked in collaboration with Transport Canada to develop *ACERT*, a do-it-yourself tool available at no charge, enabling airport operators to calculate their own greenhouse gas (GHG) emissions inventory without the need of an environmental expert.

4.2 ACI is developing an ACERT Tutorial, in accordance with feedback received from users, to be freely distributed to airports, in order to both assist and stimulate them to take advantage of ACERT's benefits.

4.3 ACI has just launched a new 4.0 version of *ACERT* with technical collaboration from Zurich airport. This version is specially designed to be compatible with all levels of *Airport Carbon Accreditation* and is also able to take into account the emissions offset by airports accredited at level 3+ (neutrality). In addition, version 4.0 will provide the necessary information needed to transfer from AERT to the *Airport Carbon Accreditation* Online Application Portal. ACERT 4.0 is available for free from the ACI website: www.aci.aero/About-ACI/Priorities/Environment/ACERT

5. ACI ENVIRONMENTAL STANDING COMMITTEES

5.1 ACI has World and Regional Environmental Standing Committees continually addressing the most relevant airport environmental issues by developing position papers, briefing notes, providing policy guidance, supporting related publications and sharing best practices and experiences among members, in order to assist airports to better manage their environmental protection programs and improve their community engagement. These activities cover mainly the areas of climate change, local air quality, noise, waste and water management.

6. ACI TRAINING AND CAPACITY BUILDING ON ENVIRONMENT

6.1 ACI Global Training offers regularly both online and classroom Airport Environmental Management programs to engender airport excellence in environmental stewardship. As well, such curricula are part of the Global ACI-ICAO Airport Management Professional Accreditation Programme (AMPAP).

6.2 The ACI Developing Nations Assistance Program (DNA) provides free capacity building in airports located in developing nations. The next workshop on Environment will be in Maputo, Mozambique 22 to 23 October 2016 on the margins of the ACI Africa Annual General Assembly.

7. SUSTAINABLE ALTERNATIVE FUELS AND RENEWABLE ENERGY

7.1 Airports worldwide have implemented initiatives to use sustainable renewable energy at airports, including solar power panels and alternative fuels for aviation. For instance, more than 100 airports have installed solar panels. Cochin International became the first airport in the world fully powered by solar panels in 2015. In addition, Oslo airport has recently become the first world bio port and is able to offer 2.5 million litres/year of sustainable jet fuels; North America also has some related

initiatives to be announced soon. In Latin America, Galapagos Ecological Airport was constructed using 80% of recycled material and is run by wind and solar power.

8. AIRPORTS UNITED FOR WILDLIFE

8.1 ACI's commitment to environmental protection goes beyond the most commonly considered issues, recognizing for instance that wildlife trafficking has been using aviation global network to perform its illegal activities, causing serious environmental damage and similar effects as other international crimes, including promoting instability, financing organized crime and adversely affecting communities that live from wildlife tourism. In spite of the international (and national) legal frameworks, including the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES), illegal wildlife trade is the fourth most lucrative global crime valued up to US\$20 billion/year.

8.2 The aviation community must be united to address this problem. Current global efforts to raise awareness and combine efforts include the first UN General Assembly Resolution on the subject, the "Reducing opportunities for Unlawful Transport of Endangered Species (ROUTES) partnership, and the United for Wildlife Task Force Declaration, signed at the Buckingham Palace in 2016 by 40 parties, including ACI. ACI is committed to developing a framework to fight wildlife trafficking, including an upcoming Resolution to be voted during the ACI World Annual General Assembly (WAGA) on 28 September 2016.

9. CONCLUSION

9.1 ACI's mandate to represent airports worldwide is fulfilled by committing to promote airport excellence in service through a safe, secure, environmentally sustainable, efficient and customer friendly air transport system. Environmental protection is an important element of ACI's social responsibility. A complex layer of strategic policies, initiatives and cooperation with aviation stakeholders, forms ACI environmental program. ACI is looking forward to continue engaging with ICAO and the aviation industry to achieve these objectives.

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