PowerPoint Presentation Outline

Date : 8th May 2019 (Wednesday)

Event : ICAO Seminar on Green Airports

Topic : HKIA "airport-wide" carbon reduction programme

Presented by : Mike Kilburn

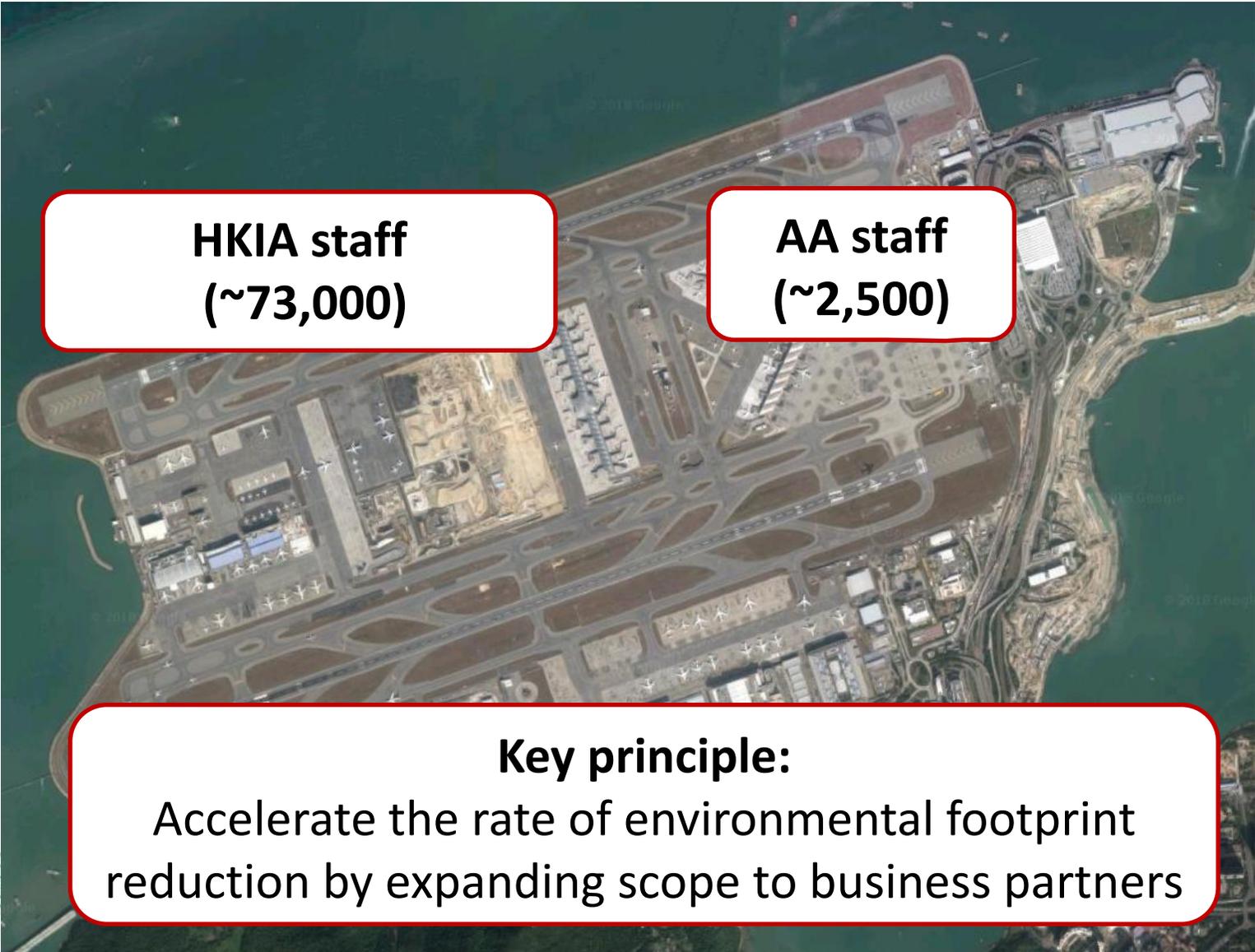Audience : Environmental managers of airports worldwide

"Airport-wide" Carbon Management at Hong Kong International Airport

Mike Kilburn
Assistant General Manager, Sustainability

"Airport-wide" approach at HKIA

HKIA staff (~73,000)

AA staff (~2,500)

Key principle:
Accelerate the rate of environmental footprint reduction by expanding scope to business partners

Principles for "airport-wide" carbon reduction programme

HKIA's carbon roadmap

Continuous Investment

2016+

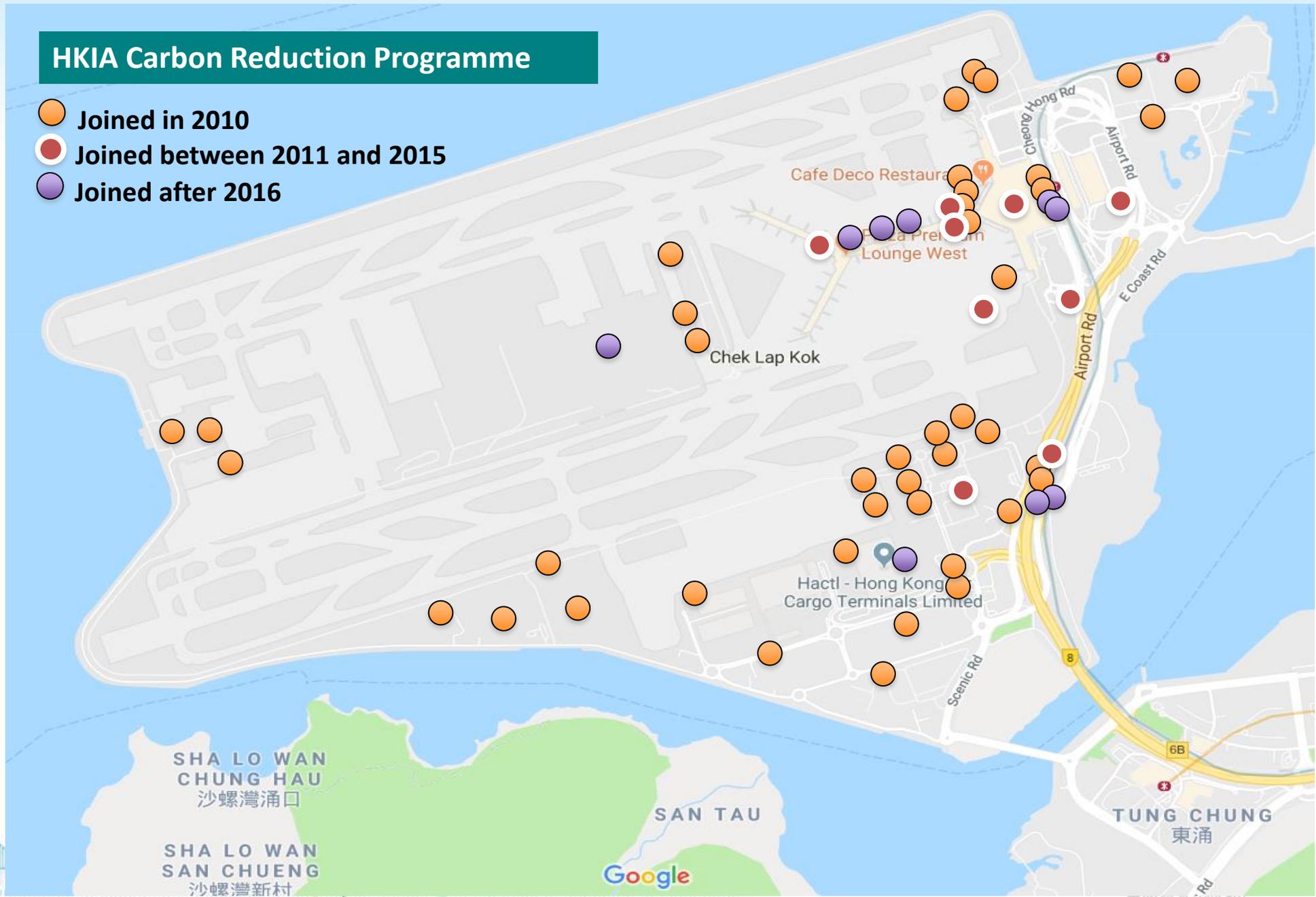| 2010	2011	2012-16	2015	2015-16	
25% carbon reduction pledge	Online Carbon Audit System	Achieved ACI-ACA Level 3	Achieved 2010 pledge	New carbon target & strategies	Implement support strategies for 2020 target

Continuous Communication

HKIA Carbon Reduction Programme

- 🟠 **Joined in 2010**
- 🔴 **Joined between 2011 and 2015**
- 🟣 **Joined after 2016**

6

The "4Ps" of HKIA Carbon Reduction Programme

Pledge

25% by 2015 +
a further 10% reduction by 2020

Platform

Online Carbon Audit Systems &
free carbon audits

Partners

54 business partners

Performance

Carbon intensity reduced by 25.6%

Pledge: 1st airport-wide carbon reduction target

AA and 40 BPs pledged to reduce airport-wide carbon intensity
by 25% per workload unit by 2015 from 2008 levels

Pledge: 2nd airport-wide carbon reduction target

AA and 54 BPs pledged to further reduce airport-wide Carbon intensity by 10% by 2020 from 2015 levels

Platform:
Investing in the infrastructure

2011: Launched Online Carbon Audit System

> **System development cost: HK$500,000+**

> **On-going investment in increasing no. of BPs and system user interface**

> **6 internal staff trained as Certified Carbon Auditors**

https://intranet.hkairport.com/cas_int/login.faces

Partnership:
Engagement with airport business partners

Voluntary submission of carbon data from 54 airport business partners to map and reduce HKIA's carbon emissions

Partnership:
Support strategies for 2020 target

1. HKIA Carbon Reduction Award Scheme

- **Carbon Reduction Award (2017)**
  - Nine BPs with most significant reductions
- **Implementation Award (2018)**
  - For successful reduction measures supported by a robust business case
- **Innovation Award (2018)**
  - For BPs implementing new measures at HKIA

AA is developing a book of case studies to share best practice

Partnership:
Support strategies for 2020 target

2. Annual Senior Executive Roundtable

Raise awareness of the business case for accelerating carbon reductions

3. Technical Working Group

Best practice sharing on emission reduction measures:

–ISO 50001 certification

– cooling system optimisation

–solar panel implementation

Partnership:
Support strategies for 2020 target

4. Sector-based Benchmarking Scheme

- Friendly competition between BPs in the same sector
- 16 groups determined according to business nature.
- Carbon reduction performance reported to BPs via benchmarking report:
  - Carbon intensity of individual BP in the reporting year
  - Changes in carbon intensity against previous year & base year
  - Comparison against the sector's average carbon intensity

Partnership:
The funding model – cost sharing

CAS platform and training (AAHK)

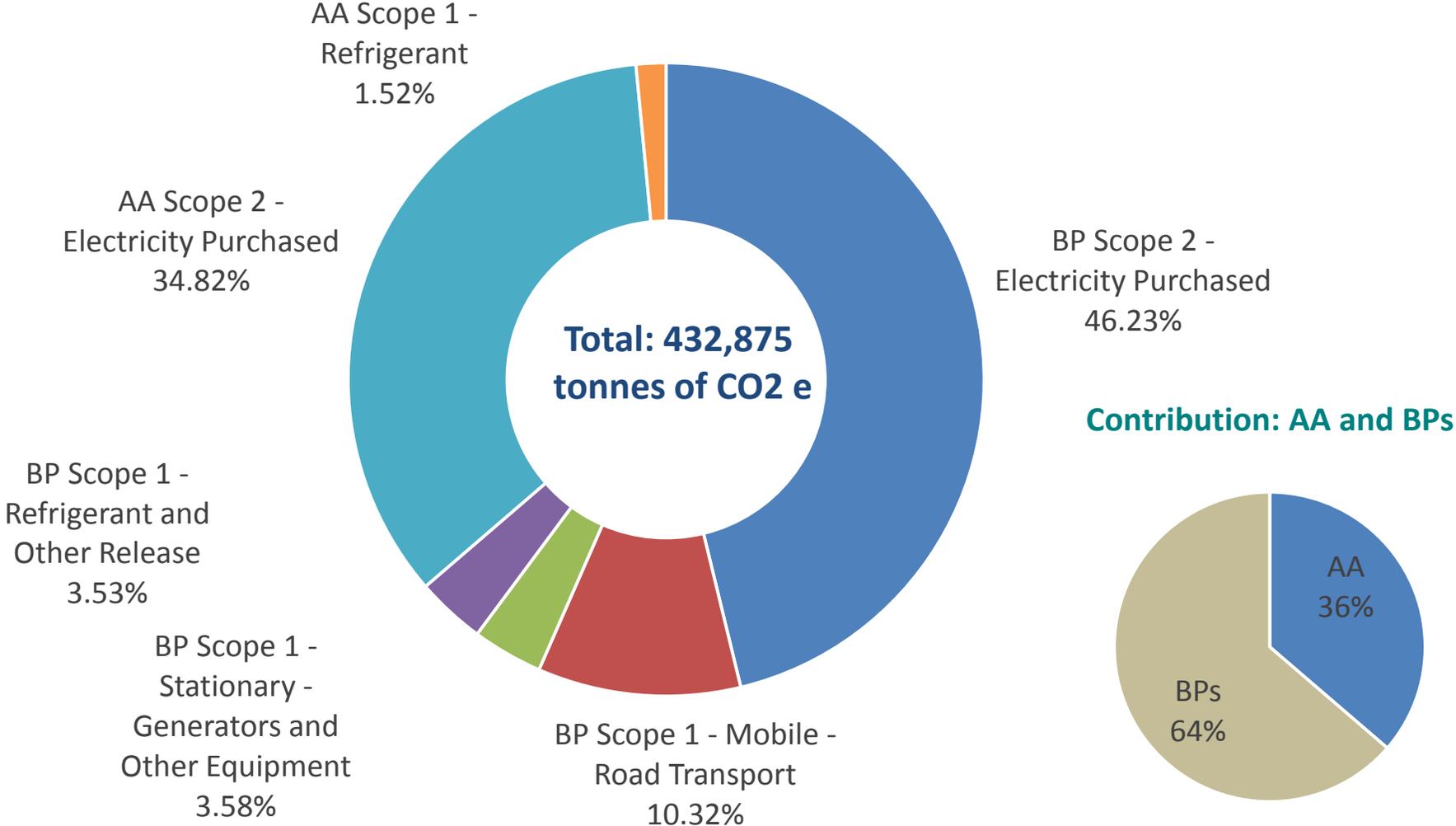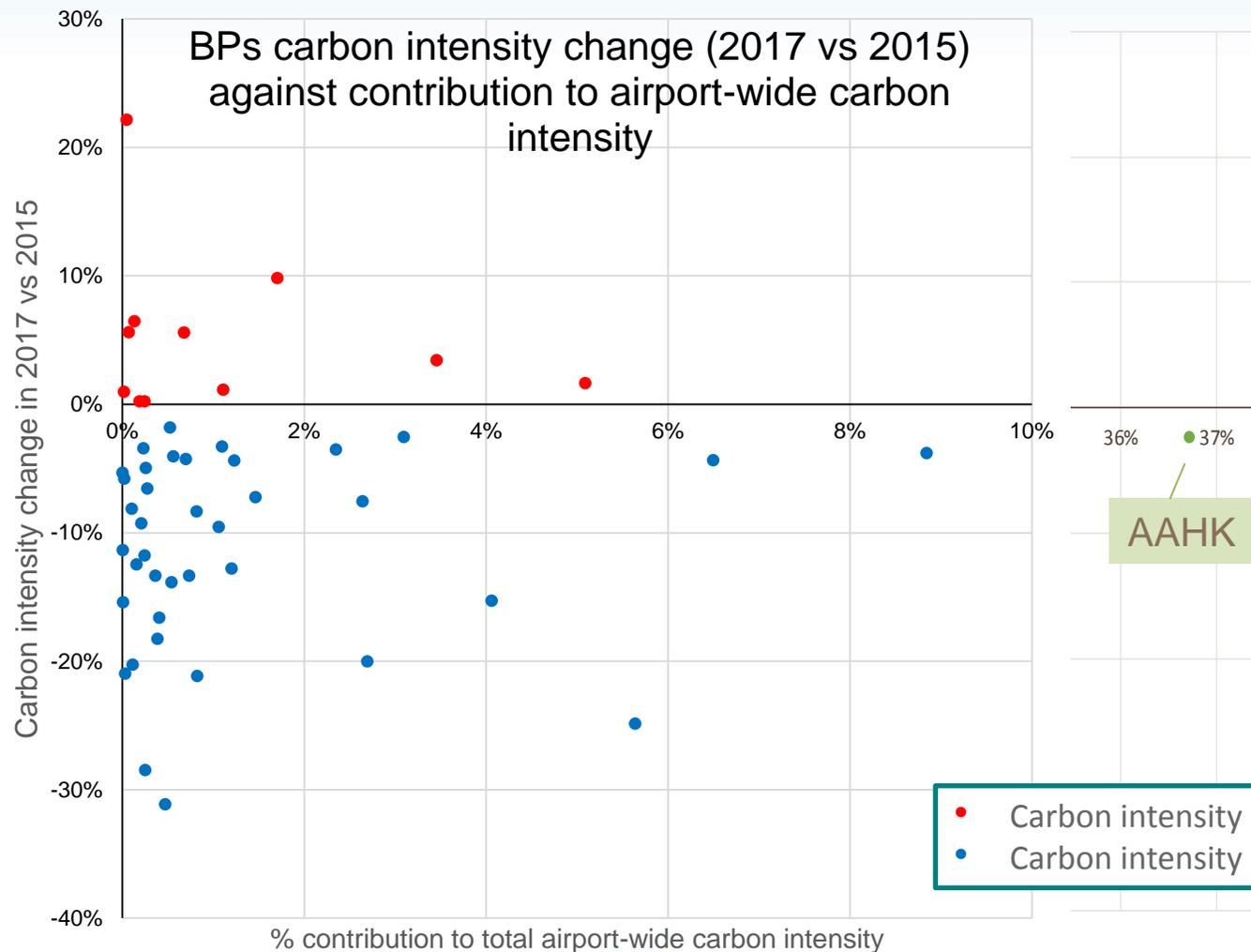| AAHK	BPs
Funds AA's carbon reduction projects	Measures based on business nature & business case

All parties benefit from sharing best practices

- **Initiatives must be justified by a sound business case**
- **No "one-size-fit-all" solution**

Performance: major scope 1 & 2 emissions

AAHK and BP 2017 Major Scope 1 and 2 emissions

AA Scope 1 - Refrigerant 1.52%

AA Scope 2 - Electricity Purchased 34.82%

BP Scope 1 - Refrigerant and Other Release 3.53%

BP Scope 1 - Stationary - Generators and Other Equipment 3.58%

BP Scope 1 - Mobile - Road Transport 10.32%

BP Scope 2 - Electricity Purchased 46.23%

Total: 432,875 tonnes of CO2 e

Contribution: AA and BPs

AA 36%

BPs 64%

Relative carbon reduction performance of BPs

BPs carbon intensity change (2017 vs 2015) against contribution to airport-wide carbon intensity

Carbon intensity change in 2017 vs 2015

% contribution to total airport-wide carbon intensity

AAHK

- Carbon intensity increased
- Carbon intensity reduced

Overall airport-wide performance
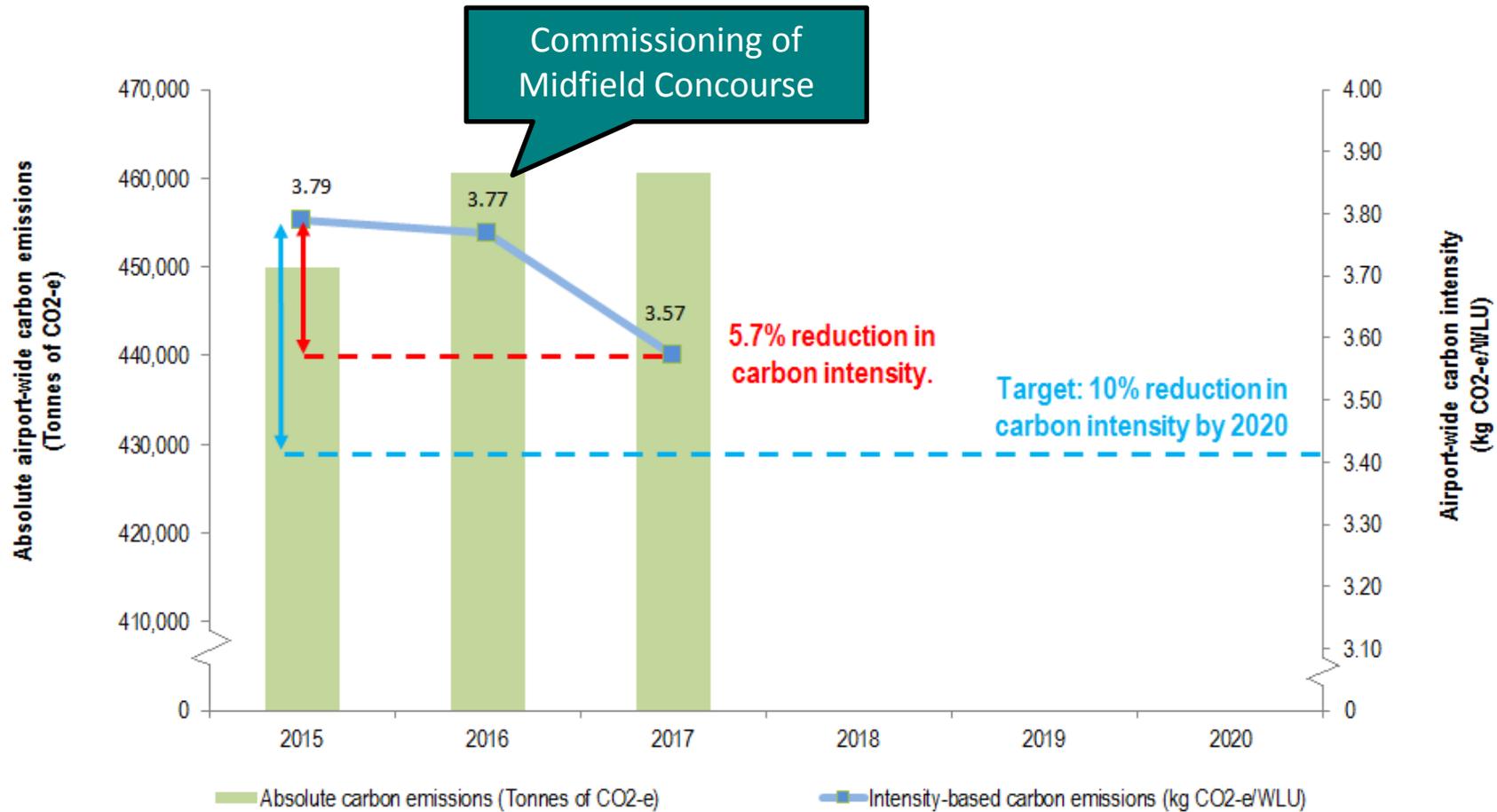
Conclusion

Advantages of "airport-wide" approach:

Wider boundary creates greater opportunities to achieve reductions

Larger footprint increases the impact with a percentage-based target

The bigger the boundary, the more credit you can claim

EASY

USEFUL

FREE

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