



PRESS RELEASE

For immediate release
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Global climate action effort now counts over 250 airports, 49 operated by carbon neutral companies

- **259 airports now actively engaged in addressing their impact on Climate change**
- **Airport operators of 49 airports worldwide are carbon neutral**
- **Naples Airport become the 40th in Europe to run by a carbon neutral airport operator**

22 January 2019: Following last month's COP24 UNFCCC Climate Change Conference in Katowice, Poland, Airports Council International today provided an update on the latest developments among the community of **259 airports currently** in the global carbon management standard, *Airport Carbon Accreditation*.

Niclas Svenningsen, who heads the *Climate Neutral Now* initiative at the United Nations Framework Convention on Climate Change (UNFCCC) Secretariat in Bonn, Germany commented *"Following the conclusions of the IPCC Special Report and COP24, the need to address the escalating threat of Climate change is ever more urgent – that means all hands on deck. This isn't a time for cynicism - it is a time for raising awareness and driving collaborative action. The airport industry's work through the Airport Carbon Accreditation programme is an example of global private sector engagement in climate action – now with 259 airports on board. 167 of those are actively reducing their emissions, 102 of them have also engaged others on the airport site to get involved and 49 are running carbon neutral airport operations. I invite people to find out more about their local airport's involvement and ambitions – mobility is a fundamental part of life, so let's try to make it as efficient & ecological as possible."*

The latest airport operator to become carbon neutral is **Aeroporto di Napoli** in Italy. After gradually making its way through the different levels of *Airport Carbon Accreditation*, demonstrating the CO2 reduction it has made on-site and the engagement of aviation partners, it has invested in Gold Standard offsets to address its remaining residual emissions.

Armando Brunini, CEO of Aeroporto di Napoli said *"Running an airport is a complex business – there are lots of stakeholders and many collaborations and partnerships that need to be fostered and maintained, if real efficiency gains are to be achieved. Our journey to this moment - from initially mapping our carbon emission sources, to reducing our emissions, engaging other companies on the airport site to get involved and now becoming carbon neutral*



– have benefited from the framework, guidance and rigour of the Airport Carbon Accreditation programme. We in the airport business compete with each other on so many fronts: attracting airlines to set up new routes, attracting passengers, being the first to embrace the latest innovation and more. With Climate change now an urgent priority, it's only fitting that we should seek to exceed expectations on this too – as a way of motivating even more climate action within the airport industry and the wider air transport sector.”

With **4 different levels of accreditation** covering all stages of carbon management (*Mapping, Reduction, Optimisation and Neutrality*), *Airport Carbon Accreditation* is independently administered, institutionally-endorsed¹ and has the support of the United Nations Framework Convention on Climate Change (UNFCCC), United Nations Environment Programme (UNEP), the International Civil Aviation Organisation (ICAO), US Federal Aviation Administration and the European Commission (EC).

MOVING ON UP

The following airports recently moved up to Level 3 'Optimisation', by stepping up their activities from reducing their own carbon emissions, to also engaging other companies on the airport site to reduce their emissions: **Narita International Airport, Kansai & Osaka Airports** (Japan), **Taoyuan International Airport** (Taiwan), **Quito Mariscal Sucre Airport** (Ecuador), **Bucharest Henri Coanda Airport** (Romania), **Larnaca & Paphos Airports** (Cyprus) and **Lapland Airports** (Enontekio, Ivalo, Kemi Tornio, Kittila, Kuusamo and Rovaneimi in Finland).

Airports recently successfully moved up to Level 2 'Reduction' include **Noumea la Tontouta** (New Caledonia), **Salahah Airport** (Oman) as well as **Dinard Bretagne** and **Rennes Bretagne** (France) as these airports progressed from moving mapping their carbon emissions, to actively reducing them.

NEWCOMERS

Around the world, several airports have become Airport Carbon Accredited for the first time. **Kobe Airport** in Japan at Level 2 'Reduction'; **Zhengzhou Xinzheng International Airport** in China at Level 1 'Mapping' and the **4 airports of the Airports Authority of India** also at Level 1 'Mapping' (Netaji Subhash Chandra Bose Airport; Bhubaneswar Biju Patnail Airport; Varanasi Lal Bhadaur Shastri Airport and Trivandrum International Airport). In Europe, **La Réunion Roland Garros Airport** joined at Level 2 Reduction and **Cornwall Airport Newquay** in the UK rejoined the programme at Level 1 Mapping.



In the Americas **Kelowna International Airport**, **Pisco Airport** and **Salvador Bahia International** all became accredited for the first time at Level 1 Mapping.

To reduce their carbon emissions, airport operators need to consider the full extent of the emissions sources under their direct control. Investment in more energy efficient lighting, heating, switching to hybrid or electric ground vehicles, onsite renewables, energy management tools and employee behavioural change all have a part to play. The possibilities become even more diverse when airport operators engage other stakeholders on the airport site as well (Level 3 of the programme), with initiatives such as Airport-Collaborative Decision-Making (A-CDM), Continuous Descent Operations and Time-Based Separation lowering airline-associated carbon emissions and better intermodal access and electric or hybrid taxis offering passengers cleaner transport solutions to/from the airport.

Carbon neutral airports at Level 3+ of the programme have to provide evidence of undertaking all the actions required by the programme (mapping their emissions, reducing them and engaging others on the airport site), before investing in responsible carbon offsets. The 44 carbon neutral airports during Year 9 of the programme (May 2017 to May 2018) offset 672,000 tonnes of CO₂ in residual emissions. To help airport operators select high quality offsets, a [dedicated guidance document on offsetting](#) has just been released by the *Airport Carbon Accreditation* programme.

For all the latest key figures, including details of the accredited airports in each world region, their actions and the difference the programme is making, check out the interactive maps, case studies & programme results on www.AirportCO2.org.

Full details of Year 9 (May 2017 to May 2018) are available in the Annual Report available to download here: <https://airportcarbonaccreditation.org/component/downloads/downloads/132.html>

ENDS

NOTES FOR EDITORS:

The IPCC (Intergovernmental Panel on Climate Change) has estimated that aviation's total CO₂ emissions account for 2% of global emissions' impact on climate change. Of that figure, airports' own operations only account for up to 5%, but airports are keen to tackle their greenhouse gas emissions - several individual airports operators having already committed to becoming carbon neutral in the past few years with some having already achieved this.



°Find out more about CORSIA by visiting:

http://www.icao.int/environmental-protection/Pages/A39_CORZIA_FAQ2.aspx

Originally developed and launched by [ACI Europe](#) in June 2009, *Airport Carbon Accreditation* was extended to airports in Asia-Pacific, in November 2011 (in partnership with [ACI Asia-Pacific](#)) and to African airports in June 2013, (in partnership with [ACI Africa](#)), North American airports in September 2014 (in partnership with [ACI-NA](#)) and airports in Latin America & Caribbean in December 2014 (in partnership with [ACI-LAC](#)).

¹The programme is administered by leading consultancy **WSP**. It accredits the airports under the programme, provides administrative and secretariat services and advises applicant airports through the accreditation process.

WSP is one of the world's leading engineering professional services firms. WSP are technical experts and strategic advisors, and provide services to transform the built environment and restore the natural one, in areas including environmental and climate remediation, urban and transport planning, sustainable transport networks and strategies, airport sustainability, carbon management and energy planning and management.

<http://www.wsp.com/>

The *Airport Carbon Accreditation* programme is overseen by an independent Advisory Board including representatives from the UNFCCC (United Nations Framework Convention for Climate Change), ICAO (International Civil Aviation Organisation), UNEP (United Nations Environmental Programme), the European Commission, ECAC (European Civil Aviation Conference), EUROCONTROL and Manchester Metropolitan University.

To find out which airports are certified & their level of certification, visit:

<https://airportcarbonaccreditation.org/airport/participants.html>

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