

# Summary of CEMARS<sup>®</sup> certification:



## Wellington International Airport Ltd (WIAL)

*Wellington International Airport Limited meets the requirements of CEMARS certification having measured its greenhouse gas emissions in compliance with ISO14064-1:2006 and in alignment with airport industry best practice for greenhouse gas reporting and committed to managing and reducing its emissions in respect of the operational activities of its organisation.*



**Introduction<sup>1</sup>** – Wellington International Airport Limited is one of New Zealand’s three major international airports and the hub of New Zealand’s domestic aviation network. The airport contributes to the provision and development of regional tourism and freight processing and is a significant enabler of business and government activity.

The Airport has a single north-south orientated runway with multiple stub taxiways and a parallel taxiway to the aprons. Runway capacity varies from approximately 25 to 40 aircraft per hour, with a total of 100,696 air movements (i.e. take-off or landing) between 1 April 2010 and 31 March 2011.

The airport employs approximately 80 staff, however the airport campus provides employment for a further 1500 (approximate) people in related businesses.

WIAL is committed to reducing the impact of greenhouse gas emissions from its airport. WIAL has recently completed a Master Plan process, and this has enabled WIAL to become fully informed of its current and potential environmental impacts, and to develop a strategy to better understand, reduce and mitigate any adverse effects. CEMARS certification and development of its GHG management and reduction plan is one further step in that journey.

Beyond the immediate airport property, WIAL is committed to working with councils and other organisations to improve public and other transport links to and from the airport, including providing a public transport hub which visitors and airport workers are encouraged to use in their commuting to and from the airport.

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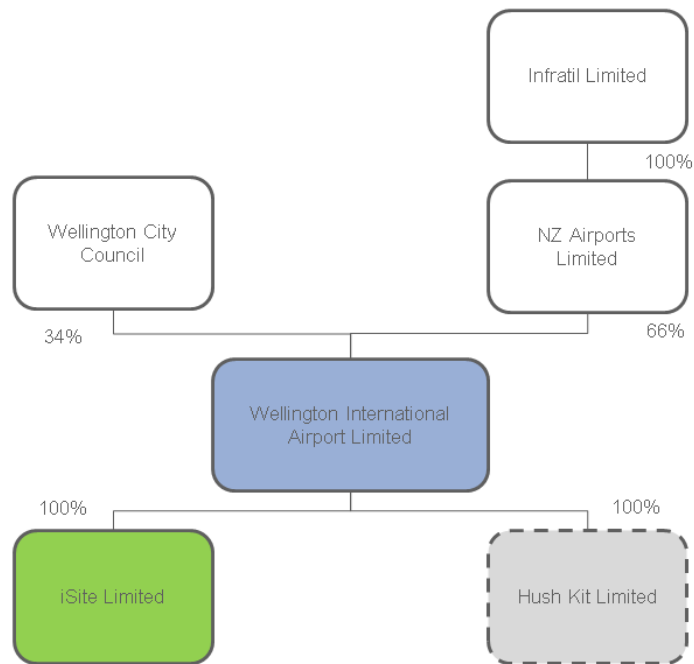
<sup>1</sup> **Disclaimer:** This Disclosure Statement is a summary of the verified information considered for certification and the certification decision. It should not be taken to represent the full submission for certification. While every effort has been made to ensure that the information in this Disclosure Statement is accurate and complete, Landcare Research does not, to the maximum extent permitted by law, give any warranty or guarantee relating to the accuracy or reliability of the information.

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**Boundary** – The diagram below shows the organisational structure used for describing WIALs greenhouse gas (GHG) emissions inventory. The GHG inventory has been prepared for the ‘blue’ entity. Whilst iSite Ltd (‘green’ entity) is a fully owned WIAL subsidiary it has been excluded from the GHG inventory as it is not directly associated or relevant to operation of the Wellington Airport. Hush Kit Ltd was incorporated on 31 March 2010 and has no emissions generating activity additional to that already captured by the Wellington International Airport Limited.



GHG emissions associated with the following activities are estimated and reported in the WIAL inventory:

Scope 1 (Direct emissions sources owned or operated by WIAL)	Scope 2 (Energy indirect emissions)	Scope 3 (Other indirect emissions).
Fuel combusted by fleets vehicles and machinery (e.g. diesel, petrol). Rental vehicles. Back-up generator systems (i.e. diesel fuelled). Natural gas.	Electricity purchased and used by WIAL	WIAL business travel (i.e. air travel, taxi). Airport (i.e. non-airline) waste to landfill. Airport grounds maintenance (i.e. mowing, litter collection). Terminal tenant energy consumption.

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**Consolidation approach** – Operational control

**Base year** – 01/04/2009 to 31/3/2010

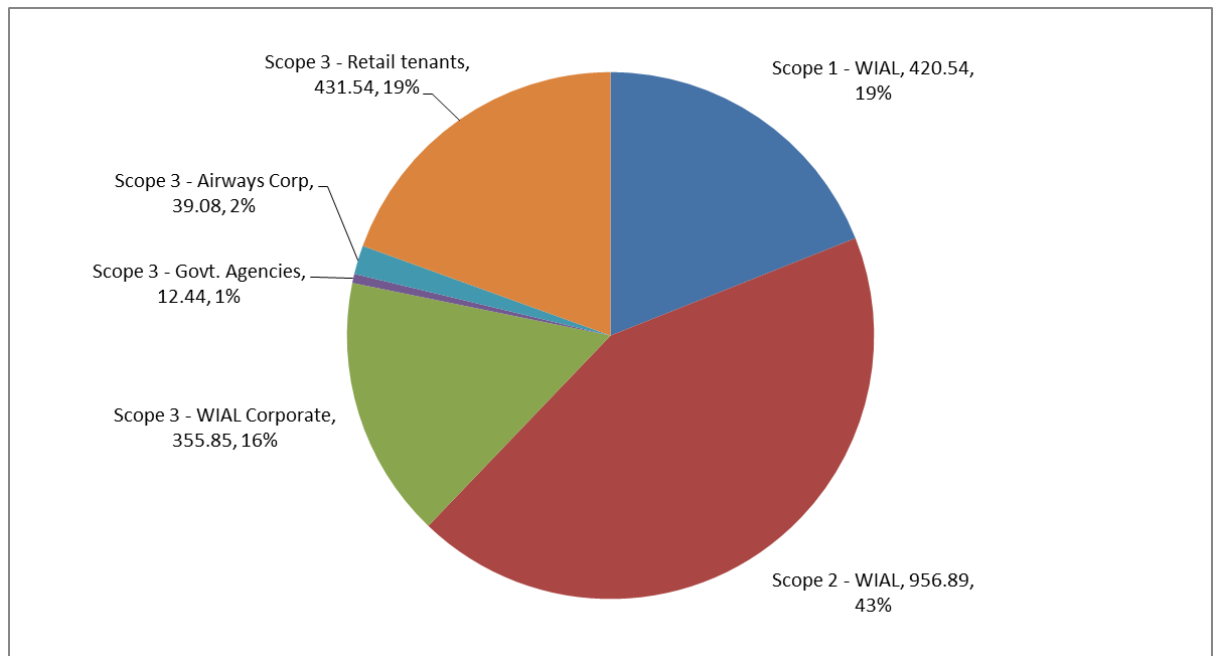
**Measurement period** – 01/04/2010 to 31/3/2011

**Emissions source inclusions** – The diagram below shows the operational GHG emissions for WIAL by emissions source.

Emissions as tonnes of carbon dioxide equivalents (tCO<sub>2</sub>e) for this period were:

Scope 1: 420.54 tCO<sub>2</sub>e  
Scope 2: 956.89 tCO<sub>2</sub>e  
Scope 3: 838.90 tCO<sub>2</sub>e  
Total: 2216.33 tCO<sub>2</sub>e

Embodied emissions (i.e. non-operational emissions) associated with airside pavement works were estimated at 18tCO<sub>2</sub>-e. The new terminal (the “Rock”) was completed and opened during the reported period, and an estimate of its total embodied emissions was reported in the base year GHG inventory.

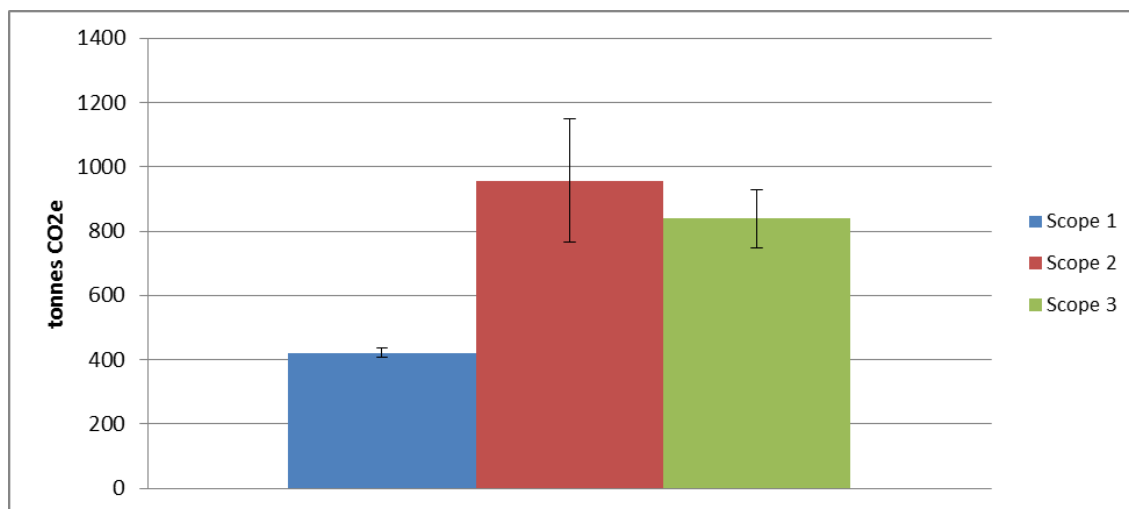


Statistical uncertainty (based on the 95th percentile) in the emissions totals as arises from uncertainty in data measurement and in the emissions factors used, has been estimated and summarised in the following figure.

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**Emissions intensity** – For the reporting period, the GHG emissions intensity was estimated by reference to passengers and aircraft landings. Those metrics are:

Metric	Number	Tonnes CO <sub>2</sub> -e/unit
WIAL passengers	5,134,227	0.000431
Landings	50,348	0.044020

**Emissions source exclusions** – The following emissions sources were excluded from the inventory for this measurement period:

- Any HFCs lost from HEVAC systems
- Accommodation used during corporate travel.
- Corporate travel reimbursed through staff travel claims
- Corporate freight/couriers
- Aircraft main engines during taxing/queuing and Landing/Take-off cycles.
- Public and private transport to the WIAL (e.g. buses, taxis, private cars) by: airport staff, passengers, meet/greet, services
- APU (Aircraft Auxiliary Power Units)
- Water and wastewater use
- Aircraft fuel
- Fire training fuel and emissions
- Land-holdings

**Emissions reduction commitments** – WIAL has developed emissions reduction targets and a GHG emissions reduction plan. Projects are centred around improving emissions data quality, and investigating/implementing opportunities to reduce emissions in the dominant emissions generating activities. Key reduction projects include:

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- Reduce GHG emissions from capital works by developing and communicating a corporate policy on GHG and energy objectives, including embodied GHG emissions, for effect during the assets design, construction and operational phases.
- Strategic investigation of opportunities to reduce waste to landfill from the airport terminals.
- Working with terminal contractors to seek opportunities to jointly reduce emissions.
- Improve understanding and data quality associated with heating/ventilation/refrigeration systems with a view to minimising any GHG emissions or associated liabilities.

**Emissions reduction performance** – The airport facility is in a growth phase and absolute emissions may increase in the short term. Currently insufficient data is available to set meaningful and quantifiable emissions intensity targets. Emissions reduction performance will be demonstrated through the emissions reduction projects summarised above.

**Offset** – No carbon offsets were purchased, or were required to be purchased, during the reporting period.

**Verified by** – carbonZero Holdings Limited

**Data quality score** – Good

**Threshold of materiality** – Excluded emissions do not exceed 5% of the total footprint for organisation stated.

**Level of assurance** – Reasonable

**Certification status** – CEMARS certified “organisation”

**Certificate number** – 2011151J

**Valid until** – 22 January 2015