



# AIRPORTS COUNCIL INTERNATIONAL ASIA- NET ZERO ROADMAP PACIFIC & MIDDLE EAST DECARBONISE YOUR AIRPORT

## ACI APAC & MID

the largest Region  
(from the Pacific to the  
Middle East)

with the highest  
number of airports  
represented  
(623)

with the highest  
degree of diversity  
(political, legal,  
linguistic, cultural  
standpoint)  
(47  
countries/territories)

# ACI MEMBERSHIP & REGIONAL OF





# OUR MISSION

**ACI** advances the collective interests of, and acts as the voice of the world's airports and the communities they serve, and promotes professional excellence in airport management and

## OUR VISION

Putting Asia-Pacific and Middle East Airports at the forefront of global aviation.



# OUR PRIORITIES

 Economics

 Environment

 Facilitation

 Airport IT

 Safety

 Security

 Airport Slots

 Technical Issues



# 2023: A NEW ACI APAC & MID OFFICE STRUCTURE



**ACI APAC & MID Headquarter in Hong Kong**



**NEW: ACI APAC & MID Sub-regional Office in Riyadh**

# Long Term Carbon Goal Commitment Status

## Remark:

- cover only the region in which ACI APAC & MID serves its airports
- include **Net Zero** and **Carbon Neutrality** targets only
- as of Q4, 2023



**Achieved**  
(1)



**Bhutan**

**In Law**  
(7)



**Australia**  
2050



**Fiji**  
2050



**Honolulu**  
2045



**Japan**  
2050



**Maldives**  
2030



**South Korea**  
2050



**New Zealand**  
2050

**In Policy Document**  
(17)



**Cambodia**  
2050



**China**  
2060



**Hong Kong**  
2050



**India**  
2070



**Indonesia**  
2060



**Malaysia**  
2050



**Marshall Islands**  
2050



**Nepal**  
2045



**Oman**  
2050



**Papua New Guinea**  
2050



**Saudi Arabia**  
2060



**Singapore**  
2050



**Thailand**  
2065



**Tonga**  
2050



**UAE**  
2050



**Vanuatu**  
2050



**Vietnam**  
2050

**Declaration**  
(5)



**Bahrain**  
2060



**Brunei Darussalam**  
2030



**Chinese Taipei**  
2050



**Micronesia**  
2050



**Sri Lanka**  
2050



**30 Pledges**

countries/ cities/ territories with airports under ACI APAC & MID membership



**Net Zero / Carbon Neutrality**



# Long Term Carbon Goal

## Net Zero Pledges - **Airports**

### Remark:

- Airports with a roadmap are marked with an aeroplane symbol ✈️
- As of Q4, 2023

Current

in/before

2030

in/before

2050

### New Zealand

**Australia**

**Australia**

**Australia**

**Australia**

**Australia**

**Australia**

**Australia**

**India**

**India**

**India**

**New Zealand**

**Australia**

**Bahrain**

**Cambodia**

**Cambodia**

**Cambodia**

**Chinese Taipei**

**Fiji**

**Hong Kong, China**

**Japan**

**Japan**

**Japan**

**Japan**

**Japan**

**Jordan**

**New Zealand**

**New Zealand**

**New Zealand**

**New Zealand**

Christchurch International Airport (Declared Net Zero 2021)

Alice Springs Airport

Brisbane Airport

Melbourne Airport

Newcastle Airport

Darwin International Airport

Sydney Airport ✈️

Tennant Creek Airport

Indira Gandhi International Airport (Delhi)

Chhatrapati Shivaji Maharaj International Airport (Mumbai) (2029)

Kempegowda International Airport (Bangalore) ✈️

Auckland Airport ✈️

Adelaide Airport

Bahrain International Airport

Phnom Penh International Airport

Siem Reap International Airport

Sihanouk International Airport

Taoyuan International Airport

Nadi International Airport

Hong Kong International Airport

Chubu Centrair International Airport ✈️

Kansai International Airport ✈️

Kobe Airport ✈️

Narita International Airport ✈️

Osaka International Airport ✈️

Queen Alia International Airport

Hamilton Airport

Hawke's Bay Airport

Palmerston North Airport (2035)

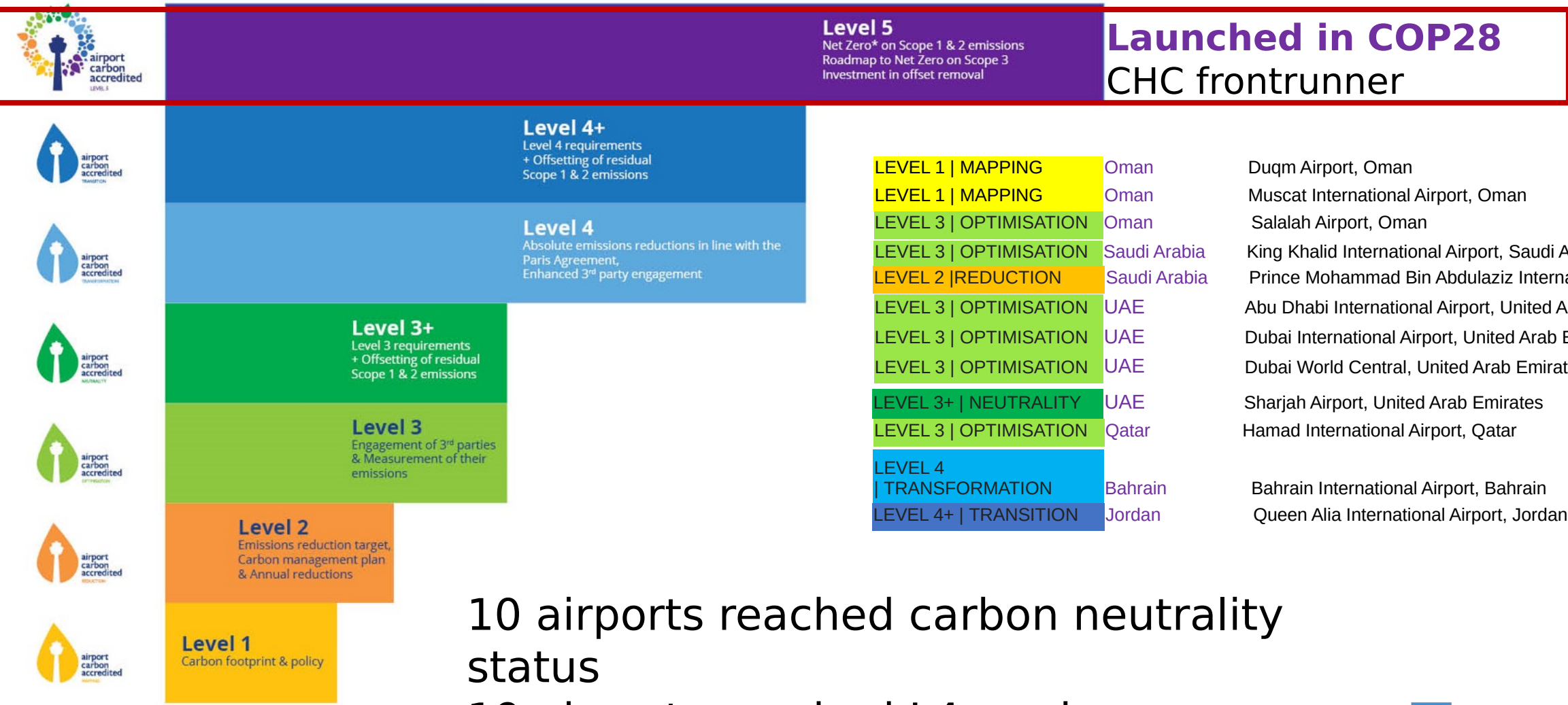
Wellington Airport



**30 Pledges**

**Under ACI Asia-Pacific membership**





10 airports reached carbon neutrality status

19 airports reached L4 or above

Scope 1 & 2

+ Selected Scope 3 sources

Full carbon footprint calculation

\*Minimum 90% reduction on Scope 1 & 2 sources



# NEW ON-DEMAND SERVICE TO AIRPORTS TO ASSIST THEM TO SET THEIR NET ZERO EMISSIONS ROADMAP

## Objectives: **Net Zero Roadmap Decarbonise your airport**

- Formulate a comprehensive tailored **roadmap compliant with ACI World and ACI Europe guidelines** with a support expert team (WBP) at members airport(s).
- Facilitate accreditation towards Level 5 of *Airport Carbon Accreditation*.
- Connect with national and financial institutions (e.g., Asian Development Bank, World Bank) for a Net Zero funding program with the support of ACI APAC&MID.

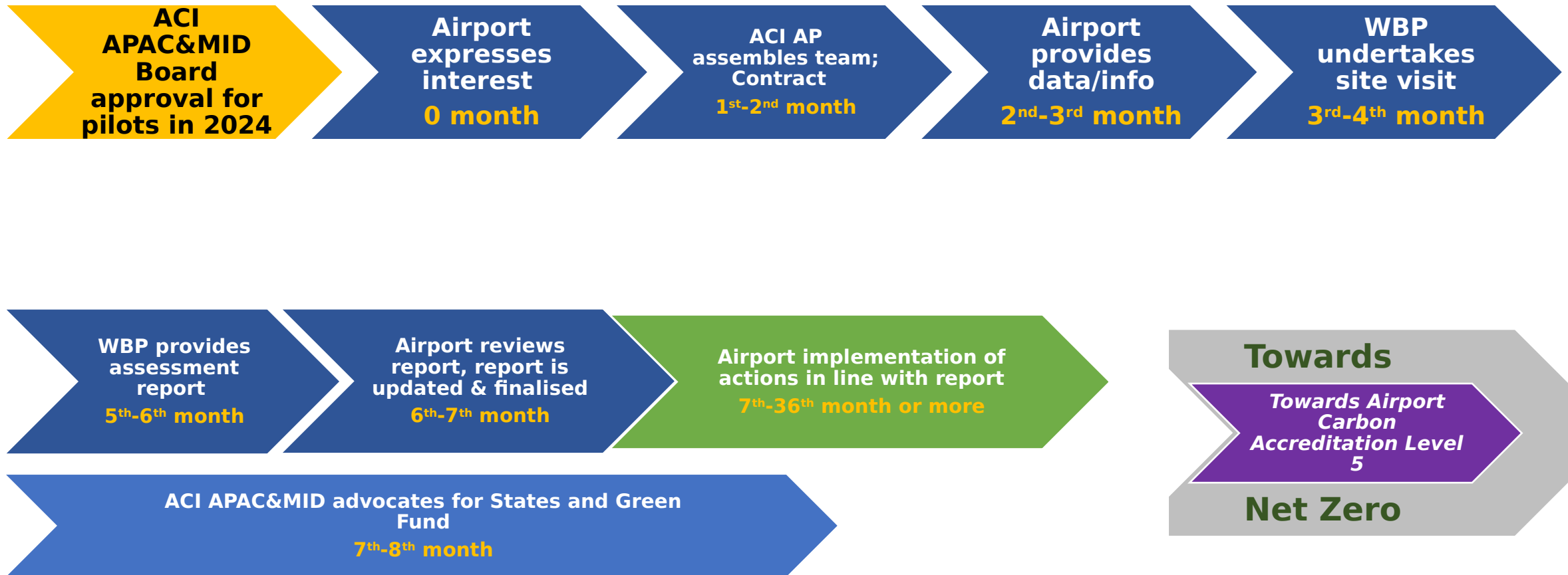
Pilot in 2024 to include full launch 2025

# ACI APAC&MID MOU WITH ACI EUROPE



Endorsed by  
Airport Carbon  
Accreditation

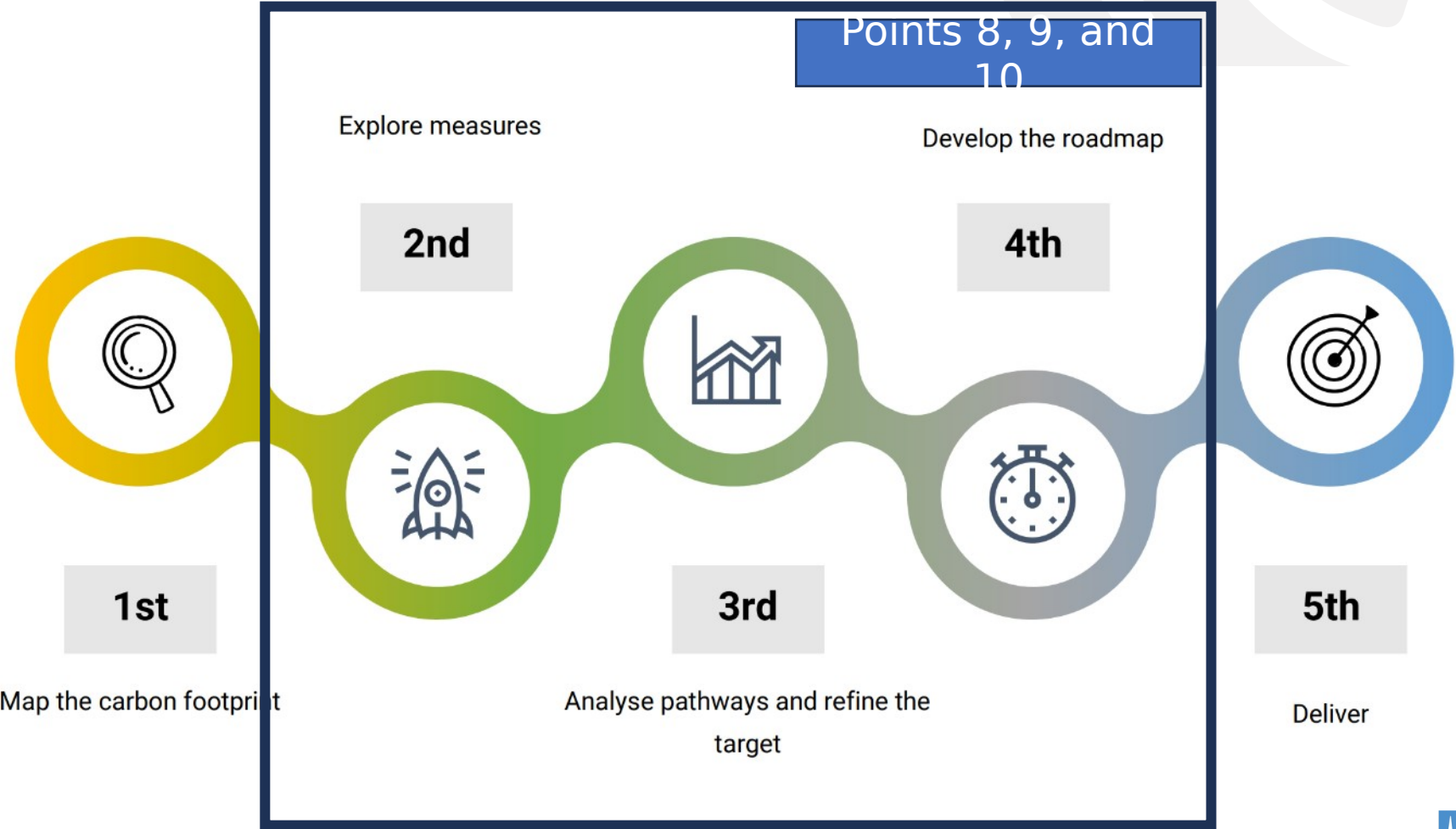
# PROCESS (INDICATIVE TIMELINE)



\* Timeline will depend on the exact final requirements and the conditions of each airport.



# REFERENCING ACI WORLD AND ACI EUROPE ROADMAP GUIDANCE



# NET ZERO AND SCOPE 3 FOR AIRPORT

- Internationally, Standards are being developed for Net Zero and whether the definition should include Scope 3 emissions
- Some airports are already investigating /implementing Scope 3 emission strategy



Which emissions can occur at an airport?



### Scope 1

#### Emissions from airport controlled sources

- 01 Vehicles/ground support equipment belonging to the airport
- 02 On-site waste management
- 03 On-site waste water management
- 04 On-site power generation
- 05 Firefighting exercises
- 06 Boilers, furnaces
- 07 De-icing substances
- 08 Refrigerant losses

### Scope 2

#### Emissions from purchased electricity

- 09 Off-site electricity generation
- A Heating
- B Cooling
- C Lighting

### Scope 3

#### Emissions from other sources related to the activities of an airport

- 10 Flights
- 11 Aircraft ground movements
- 12 Auxiliary Power Unit
- 13 3rd party vehicles/ground support equipment
- 14 Passenger travel to the airport
- 15 Staff commute
- 16 Off-site waste management
- 17 Off-site water management
- 18 Staff business travel
- 19 Non-road construction vehicles and equipment
- 20 De-icing substances
- 21 Refrigerant losses

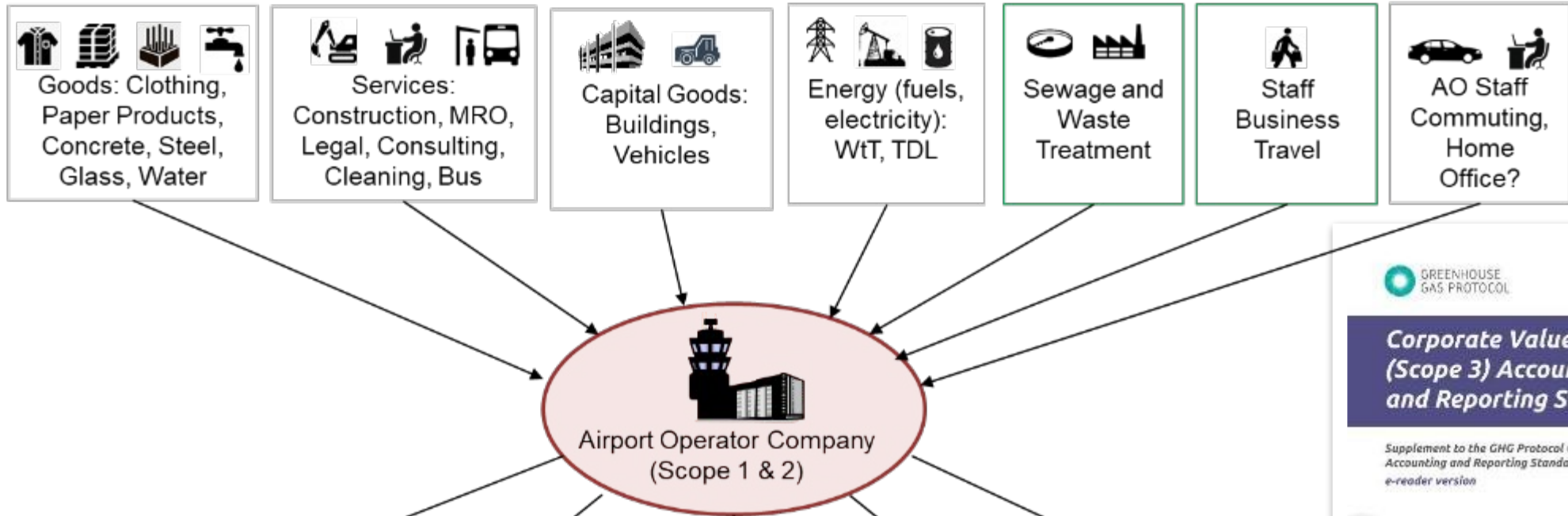
Note: The presented list of possible emissions sources at the airport is not exhaustive. Furthermore, the operations structure of every airport is different. Therefore, not all of the captured emissions sources are present at every airport.

Design: inecolm.be | Illustrations: stock.adobe.com

# SCOPE 3 FOR AIRPORT

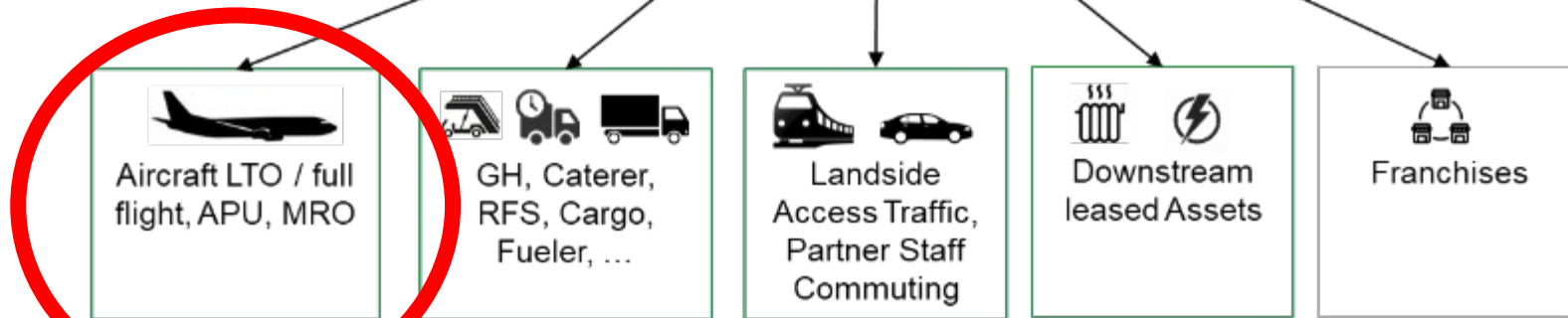
## Upstream

Boundary:  
Direct emissions of airport operator's value chain

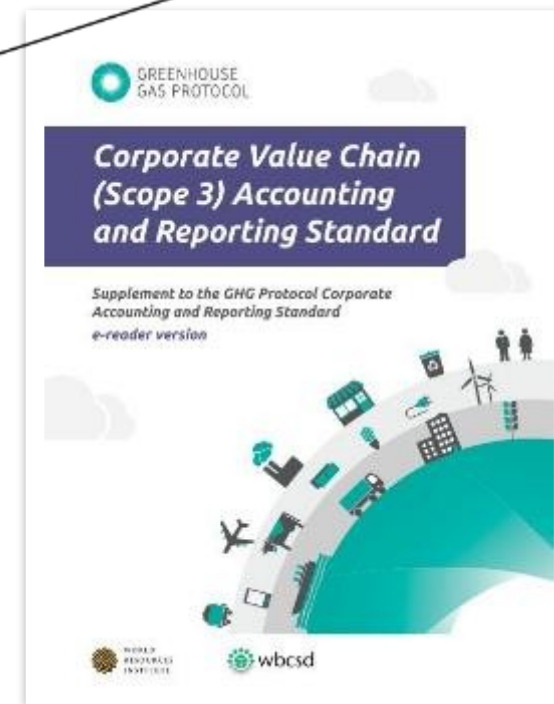


## Downstream

Boundary:  
Direct emissions of third parties active in relation to the airport



SAF, Electric and Hydrogen





# MULTI-SECTOR COLLABORATION

The multi-sector collaboration will play a critical role in ensuring a resilient aviation ecosystem that is capable of achieving global sustainability goals

There is an ever-increasing pressure on airports and other aviation stakeholders to deliver sustainability



## Sustainability

## Financing

## Innovation

1

### Infrastructure needs

Anticipating airports' future infrastructure needs:

- On-site clean energy production.
- New infrastructure needs for hydrogen and battery electric aircrafts.

2

### SAF and Scope 3

Support the scale up of SAF production capacity to reach 300 by 2030:

- Roundtables with Governments & Industry
- Policy Implementation Case Studies

3

### Sustainable Finance

Provide certainty to investors and governments, as well as clarity on financing needs to satisfy the AoT (pillars 1 & 2).

- Sustainable Finance for Airports Toolkit.

4

### Blue Sky Pioneers

- Overview of the startup landscape in aviation decarbonization.
- Matchmaking role with investors and bigger players in the market.

In collaboration with



Champions



Legacy initiatives



In collaboration with



Champions



Legacy initiatives



In collaboration with



Champions



Legacy initiatives



In collaboration with



Champions



# LOOKING AHEAD

Government, financial institution, Multi-sectors collaboration for:

- SAF upscale
- SAF infrastructure at airports



# THE VOICE OF ASIA-PACIFIC AND MIDDLE EAST AIRPORTS



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Airports