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Tēnā koe Wayne

**OFFICIAL INFORMATION ACT 1982 (OIA) – REQUESTS FOR INFORMATION -
CHRISTCHURCH INTERNATIONAL AIRPORT LIMITED (CIAL)**

1. We write further to our email of 21 August 2023, acknowledging receipt of your OIA request (the **Request**) of 18 August 2023 seeking information (if held by CIAL) in relation to carbon emissions at Christchurch Airport.

We have answered your Request in this letter and for completeness, we set out your Request below:

Request: Received 18 August 2023 – Carbon emissions at Christchurch Airport

"Could you please confirm the total estimated carbon emissions of Christchurch Airport in the last five years, including from flights and all ground-based activities including retail.

Please include a summary of emissions of all tenants, so that the true emissions of the airport are reported. If you do not have this detail in full, please estimate it. Please provide workings."

From the outset, please note that we measure activities that are within our direct control (for example, airport operational emissions), known as Scope 1 & 2 emissions. We also measure our full supply chain emissions which includes full flights, ground transport access, and further includes our terminal tenants, as well as onsold energy to our airport campus tenants; which are outside the direct control of Christchurch Airport (known as Scope 3).

It is pertinent to note, that as 'best practice' has developed, so too has our methodology. Since circa 2006, we have voluntarily had our greenhouse gases (**GHG**) inventories independently prepared and audited and have asked our auditors to hold us to the highest standard of best practice.

However, it is further worth noting that what was best practice in 2006 is quite different from what is considered best practice now. Each year, we are challenging ourselves to include more in our GHG inventories.

An example of this is the full flight emissions (part of our Scope 3). We began including these in 2019, and most airports still do not measure these. This year, we have asked our verifier to please include a factor for radiative forcing as well. Although entirely voluntary, we feel it is material and as such, we are having last year's inventory re-verified to include this as well and will continue to use it going forward.

As you may be aware, we publish our inventories on our website annually, and are happy to supply you with data from the past 5 years as you have requested (noted further below).

Please further note, that very few companies do this - either in terms of measuring their full supply chain emissions (that which is outside their control) or making that information public.

Here is an example of what we publish, which includes what emissions factors we use, how these are worked out, and what is included in the reporting:

<https://www.christchurchairport.co.nz/globalassets/about-us/sustainability/carbon/fy2021-22-independent-ghg-footprint-report-for-cial.pdf>

Your Request required a response by 15 September 2023 which unfortunately means we will not have the newly audited report ready for you. However, we will be publishing it on our website as soon as it comes through, so we encourage you to keep checking our website regularly from late September, as you will see our most recent GHG inventory fully audited, methodologies and workings included, which represent the most up to date advice on GHG inventory best practice we have been given.

Past five years of emissions data noted below:

- **FY23** (currently being independently audited, with radiative forcing and full Scope 3) – estimated total emissions at 708,368tCO_{2e}.
- **FY22** (currently being re-verified as we have asked our verifiers to add an emissions factor for radiative forcing and expand our Scope 3 further into supply chain, including embodied emissions) – estimated total emissions at 535,125.1tCO_{2e}.
- **FY21** - the audited total emissions were 234,216tCO_{2e}, but this did not include radiative forcing. When including a radiative forcing factor, this should be closer to 426,645.9 tCO_{2e}.
- **FY20** - the audited total emissions were 401,187tCO_{2e}, but this did not include radiative forcing. When including a radiative forcing factor, this should be closer to 737,775.3 tCO_{2e}.
- **FY19** - the audited total emissions were 513,812tCO_{2e}, but this did not include radiative forcing. When including a radiative forcing factor, this should be closer to 943,898.6tCO_{2e}.

It is also important to note, that when considering the above emissions, CIAL was able to decrease its operational emissions between FY19 (2,504 tCO_{2e}) and FY23 (220 tCO_{2e}) through a mixture of technology changes. For example, by replacing diesel generators with ground source heat pumps, clean vehicle transitions, and

other smaller projects and behavioural change activations. These are genuine reductions not tied to COVID-19 implications.

With respect to Scope 3 emissions, our airline partners have undertaken some aircraft fleet replacement (in favour of more fuel-efficient aircraft) and ground service equipment upgrades, but for the most part, the largest impact on emissions over the FY19 to FY23 period is attributable to a decrease in flight volume due to COVID-19 restrictions.

2. We trust we have answered your requests for information. If you require any further information or if we have in some way misinterpreted your Request, please let us know.
3. You have the right to seek an investigation and review by the Ombudsman of the decisions contained in this letter. Information about how to contact the Ombudsman or make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Ngā mihi

CIAL LEGAL TEAM

Email: legal@cial.co.nz