Case Study
Airport Authority Hong Kong (AAHK)

AAHK has been leading the airport community to measure, reduce and disclose HKIA's carbon footprint for more than a decade. In 2008 and 2009, we conducted the first carbon audits for AAHK owned facilities and for airport business partners (BPs) respectively. Since then, we have worked together with our BPs to make two 5-year pledges to collectively reduce HKIA's airport-wide carbon intensity emissions.

In 2019/20, AAHK commenced a Long-term Carbon Target Study to determine an appropriate target for HKIA, which aligns with the IPCC 1.5°C scenario, the Hong Kong SAR carbon neutrality target, and Airports Council International (ACI) World's long-term goal of net zero emissions by 2050. The Study consisted of comprehensive carbon modelling and extensive engagement with various internal and external stakeholders to ensure the final recommended target would obtain buy-in and be achievable.

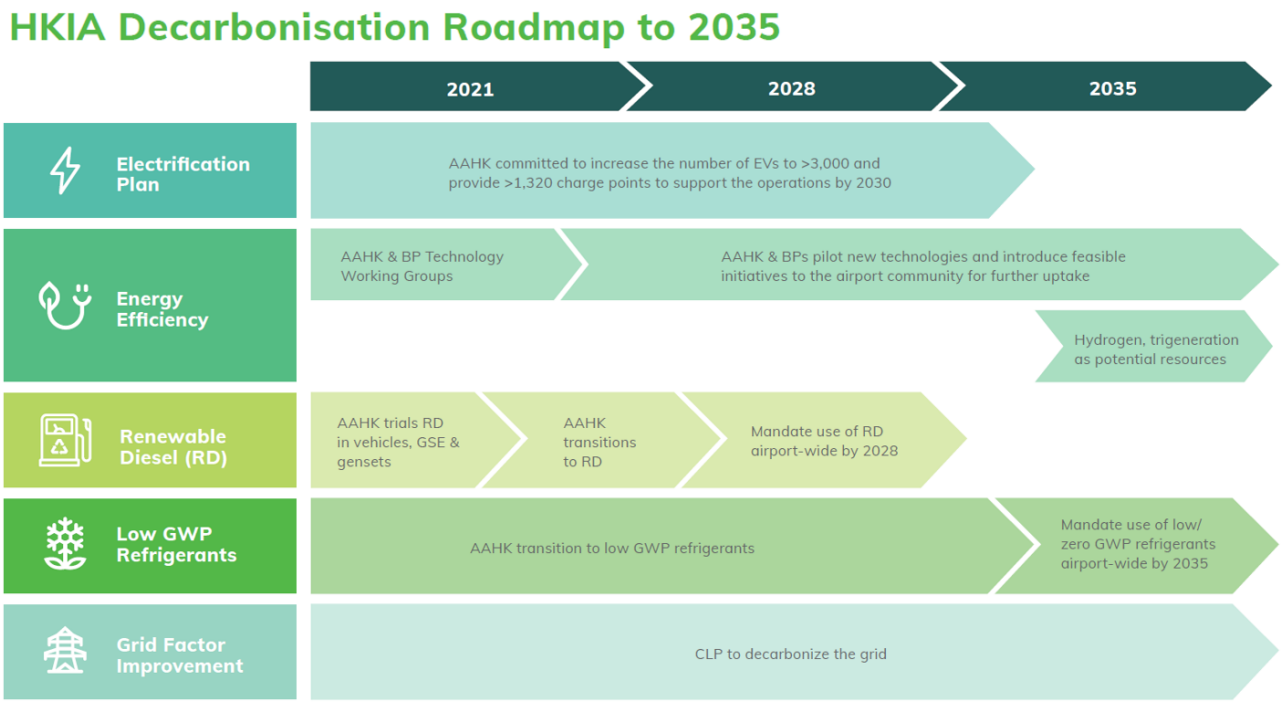
In November 2021, AAHK unveiled the new **HKIA 2050 Net Zero Carbon Pledge** together with our 29 key aviation-related BPs from various key sectors in HKIA:

"AAHK and its key aviation-related business partners commit to achieve Net Zero Carbon by 2050, with a midpoint target of 55% absolute emissions reduction by 2035 from a 2018 baseline."

HKIA is the first airport to measure, report and adopt a Net Zero target that encompasses a significant percentage of BPs' activities (Scope 1 and 2) as part of our Scope 3 emissions. Continuing our track record of leadership across the airport community, we focus on driving innovation through ongoing dialogue and collaborative action – piloting new technologies and scaling-up initiatives that can significantly contribute to reducing emissions across HKIA.

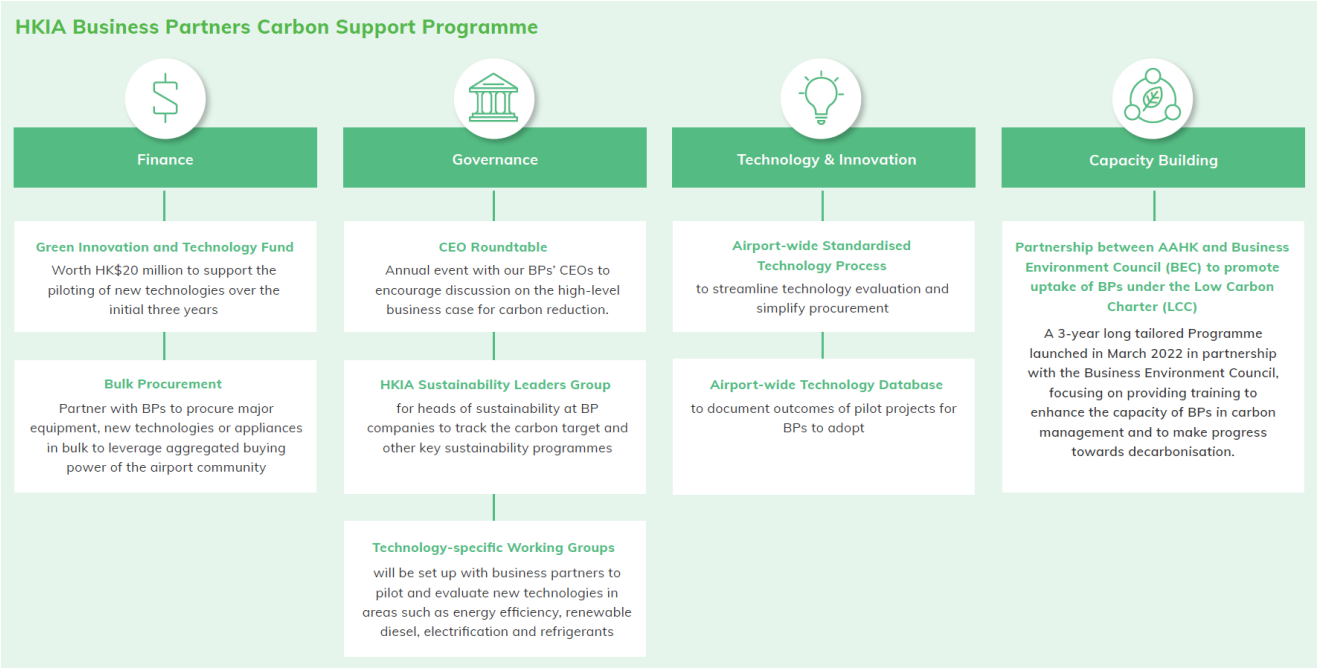
We have developed a Decarbonisation Roadmap that provides an overarching framework for the combined carbon reduction efforts of AAHK and our BPs to reach our midpoint target of 55% absolute emissions reduction by 2035, which covers the following key focus areas:

- Reduction of Scope 1 emissions through electrification of fleet and equipment, introduction of renewable diesel and adoption of low global warming potential (GWP) refrigerants.
- Reduction of Scope 2 emissions through ongoing implementation of energy efficiency initiatives, review of opportunities relating to onsite renewables, and inclusion of additional carbon and energy-related aspects into AAHK's Green Airport Design and Construction Strategy.



Besides, the **HKIA Business Partners Carbon Support Programme** provides a range of support and collaboration opportunities for BPs, tailored to the airport community's needs. Key investments and initiatives under the Programme include:

- **Finance** – Greenovation Fund with initial funding of HK$20 million to support the piloting of new carbon reduction technologies at HKIA;
- **Governance** – HKIA Sustainability Leaders Group, for heads of sustainability of major BPs to track the carbon target and other key sustainability programmes;
- **Technology and Innovation** – Technology Working Groups will be set up with BPs to pilot and evaluate new technologies in areas such as energy efficiency, renewable diesel, electrification and refrigerants;
- **Capacity-building** – HKIA Carbon Capacity Building Programme, in partnership with the Business Environment Council, to train and enhance the capacity of BPs in carbon management.



As our pledged BPs contribute over 50% of HKIA's carbon footprint on the ground, engagement with the BPs is crucial in driving carbon reductions. In March 2022, AAHK launched a "HKIA Carbon Capacity Building Programme" in partnership with the Business Environment Council (BEC) to provide 15 free events for our BPs to build essential skills and knowledge in carbon management, with an aim to assist them in reducing their Scope 1 and Scope 2 emissions. The first two events were held in Q2 2022 to provide training on how BPs can develop their own carbon management plans and set their emission reduction trajectories that align with the HKIA 2050 Net Zero Carbon Pledge.