Carbon Management Plan

CURAÇAO AIRPORT PARTNERS

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1. INTRODUCTION

1.1 Purpose

The purpose of a **Carbon Management Plan** is to establish a structured framework for reducing greenhouse gas (GHG) emissions associated with airport operations. It aims to align the airport's activities with local environmental legislation and international standards as established in its contractual obligations while ensuring sustainable growth and operational efficiency.

Specifically, the plan seeks to:

- **Quantify Carbon Emissions:** Identify and measure the sources of direct and indirect carbon emissions (e.g., aircraft operations, ground support equipment, terminal energy use, and ground transportation).
- **Set Clear Goals:** Define measurable carbon reduction targets, such as reducing emissions intensity of airport operations.
- **Embed CSR in our business**: Demonstrate the airport's commitment to sustainability and its role in mitigating and reducing carbon emission in our own operation.
- **Comply with Regulations:** Comply with all relevant local environmental legislations and international standards as established in its contractual obligations and other applicable internationally used standards for sustainability
- **Engage Stakeholders:** Foster collaboration with airlines, tenants, passengers, and supply chain partners to collectively reduce emissions and to promote the company's commitment to the environment to employees
- **Increase Operational Efficiency**: Identify opportunities to reduce energy consumption, integrate renewable energy sources, and improve waste management to lower overall carbon intensity.
- **Monitoring and Control:** Measure the GHG emissions of its activities and put in place a system to continue monitoring its emission to ensure a continuous and sustained reduction.
- **Enhance Reputation and Competitiveness:** Position the airport as a leader in sustainability, which can attract environmentally conscious airlines, businesses, and passengers.

1.2 Profile of CUR Airport

Curaçao International Airport, known as CUR International Airport, located on the beautiful Dutch Caribbean Island of Curaçao, is a modern-day airport which is connected to Europe, the Americas and the Caribbean, bringing various corners of the world closer for millions of local and regional travelers.

Opened in late 2018 with a design capacity of 2.5 million passengers per annum, CUR's 18,000sqm terminal is equipped with six boarding bridges that are capable of simultaneously accommodating three widebody aircraft.

The airport itself is operated by Curaçao Airport Partners (CAP) – a consortium made up of ASUR (Grupo Aeroportuario del Sureste), Janssen De Jong (the Netherlands) and Aport (Zurich Airport) – and boasts one of the newest terminals in the Caribbean and a single 3,400-meter runway capable of handling aircraft up to the size of the B777-300. In addition, as an exception, category F, which is a Boeing 747-800 and Antonov 124.

As the aviation industry faces growing environmental challenges, CUR Airport is taking a bold lead in the journey toward sustainability. With a strong ambition to achieve significant carbon reduction in its own operations, the airport is redefining its role as a catalyst for eco-friendly air travel. By adopting innovative technologies, optimizing energy usage, and committing to renewable energy sources, CUR Airport is dedicated to creating a cleaner, greener future for aviation while maintaining exceptional service and operational excellence. This commitment underscores the airport's vision to balance growth with environmental stewardship.

Following are some facts about CUR Airport:

TERMINAL / LANDSIDE	
TERMINAL CAPACITY:	2.5 million passengers 18,000sqm
CHECK-IN:	34 Check-in counters 6 Self Check-in Kiosks
IMMIGRATION OUTBOUND:	5 Counters / 4 E-Gates
IMMIGRATION INBOUND:	6 Counters / 10 E-Gates
SCREENING AREA:	3 Screening machines
DEPARTURE HALL:	8 Boarding Gates
BAGGAGE CLAIM:	3 Baggage Carrousels
CUSTOMS:	3 Screening Machines
PARKING-LOT:	483 Public parking spaces 13 Disabled parking spaces 170 Card holders parking spaces 3 automated payment machines (APM) 2 Arrival Hall - 1 Departure Hall

AIRSIDE	
ICAO CODE:	TNCC
IATA CODE:	CUR
AERODROME CODE:	4E
RUNWAY 11:	Precision Approach CAT 1
RUNWAY 29:	Non-Instrument (VOR and PAPI only)
RUNWAY DIMENSION:	Length: 3413m / Width: 60m
DISPLACED THRESHOLD:	835 meters (RWY 11)
MOST CRITICAL AIRCRAFT:	B-777 300
AIRCRAFT PARKING CAPACITY:	9 Hard stands / 6 Commuter Stands
OPERATING HOURS:	24 HRS (Commercial – 6:00 / 22:00)
FIRE LEVEL OF PROTECTION:	CAT 9 – 11:00 / 22:00 CAT 7 – 22:00 / 11:00

2. OBJECTIVE AND GOALS

The objectives of this CMP are to provide a strategic roadmap to reduce greenhouse gas emissions, improve energy efficiency, and promote sustainable growth.

The goals are to improve energy efficiency, transition to renewable energy sources, and minimize emissions from transportation, waste and other operational activities, while meeting regulatory requirements and supporting global sustainability initiatives.

Some goals are:

1. [1]**Implement Renewable Energy Solutions:** Energy generated from naturally replenished sources such as solar power. Using renewable energy reduces reliance on fossil fuels and lowers GHG emissions

[1] Due to island regulations, our airport is currently permitted to have a maximum capacity of 1 Megawatt for our solar panel farm. This regulatory limit restricts any further expansion beyond this threshold.

- Transition to **25% renewable energy generation for airport operations by 2033**

2. **Reduce Energy Intensity:**
    - Reduce energy consumption in Terminal, Parking Lot and on the Apon by 5% starting in **2019**.
3. **Optimize Ground Transportation:**
    - Achieve a fleet where at least 1 bus used in platform operations is electric **by 2025,** to optimize efficiency.
4. **Enhance Waste Management:**
    - Reduce landfill waste by at **least 2% by 2023-2027** through recycling and sustainable procurement practices.
5. **Engage Stakeholders:**
    - Implement collaborative programs with airlines, tenants, and concessionaires to reduce **Scope 3 emissions by at least 10% by 2028,** focusing on sustainable aviation initiatives, energy-efficient operations, and passenger engagement strategies.
6. **Report Progress Transparently:**
    - Publish annual carbon performance reports to monitor and communicate progress against objectives, ensuring alignment with international frameworks like the **Airport Carbon Accreditation program**.

3. CARBON MANAGEMENT INITIATIVES

CUR Airport is well-positioned to lead sustainable aviation efforts by implementing targeted carbon management initiatives. These initiatives focus on reducing emissions in its own operations, enhancing energy efficiency, and fostering a culture of sustainability. Key initiatives include:

3.1 Emission Reduction Targets:

Set measurable targets for reducing emissions, with a goal to achieve carbon neutrality or a significant reduction within a defined timeframe (5-10 years).

3.2 Strategies for Reduction (projects and initiatives):

- **Energy Efficiency**: Switch to energy-efficient lighting (LED), and automated cooling systems in terminals and other airport buildings. Invest in energy-efficient equipment and appliances.
- **Renewable Energy:** Transition to renewable energy sources, such as installing 750 kW Solar PV System to meet electricity needs at the airport.
- **Electric Vehicles (EVs):** Replacement of at least 1 apron bus and introduction of one Electric Vehicle in the company's car fleet.
- **Solar Carport for EV:** This is an innovative step towards integrating renewable energy with modern transportation infrastructure.

3.3 Carbon Offset Strategy:

Carbon Offsets for Business Travel

While business travel itself generates carbon emissions, CAP is exploring to offset those emissions by purchasing carbon credits from verified offset programs. The idea is that for every ton of CO_2 emitted during business travel, an equivalent amount of carbon is removed or reduced through offset projects.

3.4 Monitoring and Reporting:

Continuously track emissions by ensuring accurate data collection on energy consumption, fuel use, and waste. Provide regular reports to internal stakeholders and external regulatory entities on progress towards emission reduction goals.

4. IMPLEMENTATION TIMELINE

Phase 0 (-3 to 0 years): Replace runway lighting with LED technology, begin implementing energy-saving initiatives, and collect and verify greenhouse gas (GHG) emissions data to support the re-certification of Airport Carbon Accreditation (ACA) Level 2. The re-certification will be based on the applicable reporting years, including 2024 and 2025 emissions data, with historical emissions data retained where required for trend analysis and comparison in accordance with ACA requirements.

Phase 1 (1–2 years): Continue the transition to renewable energy by completing the installation of a Solar PV System, further implement energy-saving technologies, and expand

the existing Solar Carport. The electric apron bus has already been deployed as part of the airport's emissions reduction initiatives.

Phase 2 (3–6 years): Increase the Solar PV system capacity by an additional 100%, reaching an approximate total installed capacity of 1.5 MW. Continue implementing initiatives that further reduce energy consumption and greenhouse gas (GHG) emissions across airport operations.

Ongoing: Continuously monitor, measure, and report greenhouse gas (GHG) emissions, review progress annually, and implement corrective or improvement actions as necessary to maintain achieved emissions reductions. Where feasible, continue reducing emissions by at least 1% annually.

5. CARBON EMISSIONS MANAGEMENT

5.1 Understanding Carbon Emission Sources at CUR Airport

As a vital hub for air travel and logistics, CUR Airport operates a complex system that inevitably contributes to carbon emissions. These emissions primarily stem from key sources, including aircraft operations, ground transportation, energy consumption within airport facilities, and ground support equipment. Identifying and analyzing these sources is critical to CUR Airport's commitment to sustainability and carbon reduction. By gaining a clear understanding of where emissions originate, the airport can implement targeted strategies to minimize its environmental impact while supporting efficient and seamless operations for passengers and stakeholders.

5.2 Identification of Carbon Emission Sources

Carbon emissions are typically divided into **three (3) scopes** as defined by the Greenhouse Gas Protocol, providing a framework to classify sources of emissions based on their origin and level of control by an organization. For an airport like CUR, the scopes can be understood as follows:

Scope 1: Direct Emissions

These are emissions from sources owned or controlled directly by the airport

a. Electricity (stand-by generator)
b. Refrigerant
c. All operational vehicles and equipment
d. Fire Training
e. Combustion of fuel in airport-owned vehicles

Scope 2: Indirect Emissions from Purchased Energy
These emissions result from the generation of electricity or cooling that the airport purchases from the Utility Company; Aqualectra. Although the emissions occur off-site, they are attributed to the airport's energy consumption. For CUR Airport, this might include emissions tied to the electricity used for terminal lighting, HVAC systems, and other operational needs.

- Electricity

Scope 3: Indirect Emissions (Stakeholders/Third Parties)
These include all other emissions associated with the airport's operations but occur outside its direct control.

f. Aircraft Movements
g. Ground Equipment
h. Emissions from the production and supply chain of goods and services used by the airport community
i. Aircraft Engine Testing
j. Utilities Tenants/Concessionaires

5.3 (Intensity) [2]Reduction target Scope 1 & 2 combined

CUR Airport strives to achieve an annual emissions per passenger (EPP) reduction of 5% from 2023 to 2028, followed by a 3% annual reduction from 2028 to 2033, as part of our phased approach to sustainable growth and carbon reduction.

5.4 Carbon Footprint Baseline

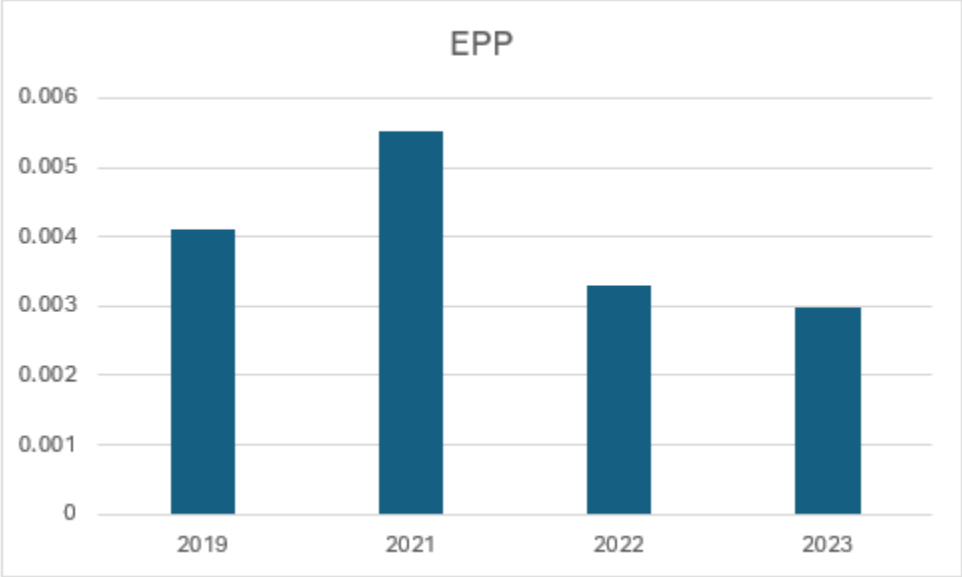
CUR's carbon footprint baseline is 2023, which was 5,100 tons of carbon dioxide equivalent location based.

[2] Continuing to reduce emissions becomes more challenging as the rolling average keeps shifting, which explains the decrease in our reduction target from 5% to 3%. The CMP will be adjusted as the situation and passenger figures evolve.

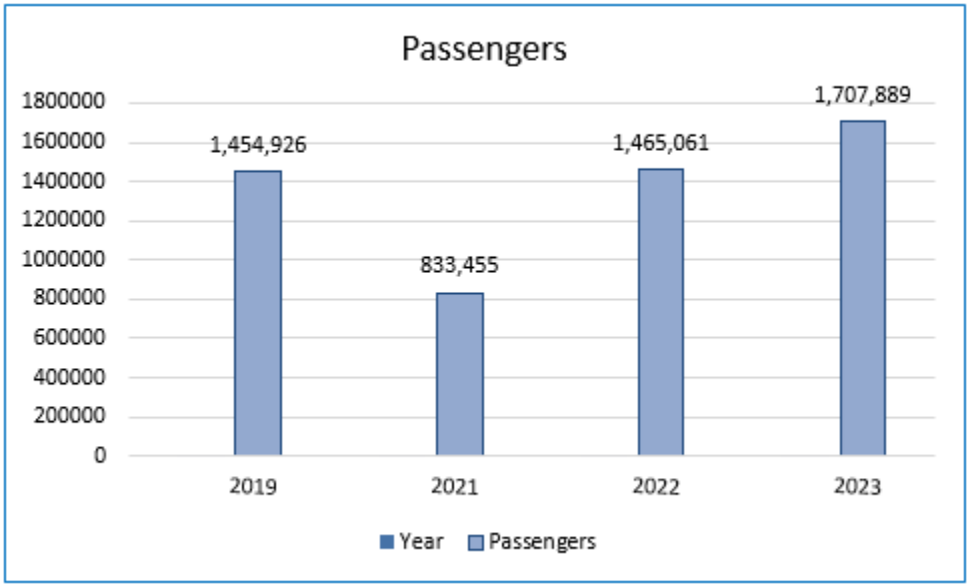
5.5 Carbon Footprint Assessment

Since the 2023 baseline year, CAP has continued to monitor and manage tis greenhouse gas (GHG) emissions. The 2024 and 2025 reporting years demonstrate the airport's progress in reducing its carbon footprint using the ACA intensity calculation methodology.

The rolling average used for this calculation is based on the years 2019, 2021, 2022.



Graph 1: carbon emission per person of year 2019, 2021, 2022, 2023



Graph 2: passenger figure 2019, 2021, 2022, 2023

Following, the reporting years 2024 and 2025 will be incorporated into the carbon footprint assessment to demonstrate continued carbon management performance and progress towards emission reduction objectives.

These reporting years will be evaluated against the established 2023 baseline using the ACA intensity calculation methodology, which measures greenhouse gas (GHG) emissions relative to operational activity (e.g., passengers). This approach enables CAP to demonstrate improvements in carbon efficiency while accounting for changes in airport activity levels.

The carbon intensity performance will be assessed by comparing the annual GHG emissions intensity results of the reporting years against the 2023 baseline year, as illustrated below:

Graph 3: Carbon intensity reduction compared with 2023 baseline

Year	Carbon Intensity kg CO_2e / pax	Change vs. 2023	Visual Trend
2023 Baseline	**2.98**	Baseline	2.98
2024	**2.63**	↓ **11.7%** (-0.35)	2.63
2025	**2.45**	↓ **17.8%** (-0.53)	2.45

- Compared with the 2023 baseline of 2.98 kg CO_2e per passenger, CAP reduced its carbon intensity to 2.63 kg CO_2e per passenger in 2024, representing an improvement of 11.7%.
- In 2025, carbon intensity further decreased to 2.45 kg CO_2e per passenger, resulting in a total reduction of 17.8% compared with the 2023 baseline.

6. RESPONSIBILITIES AND STAKEHOLDERS

Airport Management	Oversee the implementation of the CMP, allocate necessary resources, and ensure compliance with carbon reduction targets.
Maintanance and Facilities Team	Monitor energy consumption, maintain equipment, and support energy-saving initiatives.
Sustainability Team	Develop and execute reduction strategies, coordinate reporting efforts, and lead the engagement with external partners and stakeholders.
Employees	Participate in sustainability initiatives, such as reducing personal energy consumption and promoting waste reduction.
Suppliers and Contractors	Encourage suppliers and contractors to adopt sustainable practices, including the use of low-emission vehicles and energy-efficient technologies.
Communications Department	Ensuring that all stakeholders – internal and external - are informed, engaged and aligned with the

	organization's sustainability goals through CAP announcement, Social Media and Press Release.

6.1. Person in charge of data collection, the inventory and reduction of Carbon emissions

- Gathering accurate, comprehensive, and timely data from various sources, ensuring the organization can track its emissions, set reduction targets, and meet reporting requirements.
- Map out all activities, processes, and assets that contribute to carbon emissions, such as energy use, transportation, waste, and supply chain operations.
- Collect relevant data from multiple departments (e.g., energy consumption, fuel use, travel logs, production processes).
- Ensure all data is recorded in a consistent format for ease of analysis and reporting.
- Annually review the factors and formulas used to compile the inventory in order to analyze any need for modification in the respective forms and records.

6.2 Person responsible for Data accuracy and integrity

- Cross-check data from primary sources to avoid errors or discrepancies.
- Conduct internal audits to ensure completeness and accuracy.
- Store raw data and associated documentation securely for future verification and reporting needs.

6.3. Person in charge of the Carbon Emissions Management System

- Review the factors and formulas used to compile the inventory annually in order to analyze any need for modification to calculate the footprint.
- Maintain communication and awareness among staff on issues related to the carbon footprint management system.
- Establish, implement, update and maintain the system's documents (procedures and reports).
- Follow up on the training requirements of the team in charge of the carbon management system.
- Make changes to the documentation and keep updated versions available to the organization.
- Prepare the final greenhouse gas report with the data and information received from the results and agreements in the greenhouse gas information management system for each year and/or established period.

- Document and follow up on the preventive and corrective actions generated as part of the system improvement, internal audits or periodic reviews and third-party verifications.
- Maintain records of internal audits or periodic reviews and third-party verifications in the GHG management system, staff training, and any other records generated for the proper functioning of the system.

6.4 Training

The staff in key roles must have the relevant professional training or experience that will allow them to adequately meet the requirements set out.

To achieve this objective, CAP will ensure that the members of the Committee, who have direct responsibilities in the management of the system and estimation of inventories, have at least the following training:

- An 8-hour course on carbon footprint and its calculation, this course may be external or internal.

These requirements should be laid down (as far as possible) in the job profiles of the members of the Committee. The Management of the organization is excluded from this requirement, by virtue of its operational function.

The members of the Committee, whose responsibilities include support or transmission of information, as well as other members of the organization, should be made aware of the topic of CO_2 neutrality, through a lecture or communication via external means.

7. COMPLIANCE AND REGULATIONS

The system will comply with relevant local, national, and international environmental regulations, including emissions reporting standards and carbon reduction frameworks such as the ICAO Airport Carbon Accreditation program.
Progress and reporting will be reviewed by the CAP's Internal Audit Department.

8. TOOLS AND TECHNOLOGY

- Use energy management software to monitor energy consumption and identify areas for improvement.
- Employ data analytics to track emissions from ground operations, transportation, and waste.

- Implement reporting tools that provide clear insights into progress toward reduction targets.

9. BUDGET AND RESOURCES

Allocate a budget to fund energy efficiency projects, renewable energy investments, electric vehicle purchase and development of reporting systems. Assign dedicated resources for ongoing maintenance, training and system management.

10. CONTINIOUS IMPROVEMENT

CAP will review its CMP annually to assess the effectiveness of carbon reduction strategies and incorporate new technologies, regulations and best practices to further reduce emissions and improve sustainability performance.

11. VERSION HISTORY LOG/APPROVAL

PREPARED BY	L. Haynes	**TITLE**	Airport Facility Manager	**DATE**	January 14, 2025		
APPROVED BY	S. Quirindongo	**TITLE**	Deputy COO	**DATE**	January 14, 2025	**SIGNATURE**	

UPDATED BY	L. Haynes	**TITLE**	Airport Facility Manager	**DATE**	July 10, 2026		
APPROVED BY	S. Quirindongo	**TITLE**	Chief Technical Officer	**DATE**	July 10, 2026	**SIGNATURE**	