

Wellington Airport FY25 Climate-Related Disclosures



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Introduction

This report provides an update on climate-related risks and opportunities as Wellington Airport continues its active enabler approach to decarbonisation in the New Zealand aviation industry.

Emissions from fuel used by aircraft are the largest contributor to Wellington Airport’s emissions profile. Efforts to influence the reduction of airline emissions are a focus of this report as Wellington Airport is reliant on the actions of its airline partners and the decarbonisation of the aviation sector to operate sustainably as New Zealand transitions to a low-emissions economy.

Wellington Airport’s FY25 climate-related disclosures are compliant with Aotearoa New Zealand Climate Standards issued by the New Zealand External Reporting Board (XRB), this being its second mandatory year of reporting. Adoption provisions Wellington Airport has utilised are detailed on page 6.

This report refers to activities within Wellington Airport’s 2025 financial year (FY) which is 1 April 2024 through to 31 March 2025.



These disclosures should be read with Wellington Airport’s Greenhouse Gas (GHG) Inventory and Kaitiakitanga Report, found [here](#).

Climate-related highlights from the last financial year included:

- Achieved Airport Carbon Accreditation Level 4+;
- First shipment of Sustainable Aviation Fuel at Wellington Airport used by Air New Zealand; and
- Continued work to provide electric charging for Air New Zealand’s ALIA Beta aircraft, with test flights expected late 2025.

Signed on behalf of Wellington International Airport Limited:

Matt Clarke **CEO**
Date: As at 17 June 2025

Rachel Drew **Board Chair**
Date: As at 17 June 2025

Matthew Ross **Director**
Date: As at 17 June 2025



Background

Large New Zealand listed issuers are required to produce climate-related disclosures under the Financial Sector (Climate-Related Disclosures and Other Matters) Amendment Act.



This report is the second mandatory year of reporting for Wellington Airport in accordance with the New Zealand Climate Standards set by the XRB, which are consistent with the recommendations of the Taskforce for Climate-Related Financial Disclosures (TCFD).

Last year Wellington Airport reported for the first time on challenging aspects of climate-related disclosures such as progress towards quantifying financial impacts of climate change and its transition plan. See pages 17 and 24 for this year’s update.

To work to keep in line with the Paris Agreement goal of limiting global warming to 1.5°C, Wellington Airport has tested its strategy across three different climate scenarios with different global temperature rise settings. By necessity, it will be regularly reviewing and adjusting its approach to managing emissions and mitigating the impacts of climate change.

Disclaimer

This report sets out the understanding of Wellington Airport’s climate-related risks and opportunities, the Airport’s approach to scenario analysis, current and anticipated impacts of climate change and the Airport’s strategy to respond to these risks and opportunities. This reflects the Airport’s understanding as at 30 June 2025 in respect of its financial year ended 31 March 2025.

These Climate Statements contain forward-looking disclosures including climate-related scenarios, targets, assumptions, projections, forecasts, statements of Wellington Airport’s future intentions, estimates and judgements. Forward-looking statements, including regarding the Airport’s scenario analysis, transition planning, anticipated impacts, disclosed risks and opportunities and targets, are based on assumptions, forecasts, and projections of the environment in which Wellington Airport will operate over time, and may or may not accurately predict the future. Wellington Airport has sought to provide a reasonable basis for all forward-looking statements in this report by basing assumptions on

its current factual understanding and analysis while still allowing for ambition and aspiration, but these assumptions are necessarily constrained by the novel and developing nature of this subject matter.

This report contains disclosures that rely on early and evolving assessments of the anticipated impacts of climate change and actions across its value chain. It is based on current expectations, estimates and assumptions and is therefore subject to significant uncertainties. The risks and opportunities described here may not eventuate or may be more or less significant than anticipated. There are many factors that could cause Wellington Airport’s actual results, performance or achievement of climate-related metrics (including targets) to differ materially from those described, including economic and technological viability, as well as climatic, government, consumer, supplier, and market factors outside of Wellington Airport’s control.

Climate change is a challenge that is evolving. Wellington Airport has set up the processes, aligned with

the four pillars of climate reporting represented in the Aotearoa New Zealand Climate Standards, to continue gathering information and updating how the Airport manages its response to the climate challenge. In this continually evolving process, forward-looking statements may change, and will be updated in equivalent reports in subsequent reporting years. Wellington Airport does not represent that it will otherwise update this report.

To the maximum extent permitted by law, Wellington Airport and its directors, officers, employees, and contractors shall not be liable for any loss or damage arising in any way from or in connection with any information provided or omitted as part of this report. Nothing in this report should be interpreted as capital growth, earnings or any other legal, financial, tax or other advice or guidance.





Adoption provisions

New Zealand Climate Standard 2 outlines adoption provisions from some disclosure requirements.

The table below outlines which adoption provisions have been used in this report.

Ref	Adoption provision	Wellington Airport comment
2	Anticipated financial impacts	This adoption provision has been extended by one accounting period. Wellington Airport is developing its approach to quantifying the anticipated financial impacts of climate-related risks and opportunities it reasonably expects. See page 17 for more information.
6	Comparatives for metrics	Wellington Airport reported some climate-related metrics for the first time in FY24. Comparative metrics for one year are provided in this report as required.

Timeline



FY22 & FY23

Wellington Airport voluntarily releases climate-related risks and opportunities aligned to TCFD framework.

FY24

Wellington Airport’s first mandatory climate-related disclosures included information on the climate scenario analysis process and transition plan.

FY25

Wellington Airport’s second mandatory climate-related disclosures include updates to its climate scenarios and described its developed approach to quantifying the anticipated financial impacts of climate-related risks and opportunities.

Boundary of climate-related disclosures

These climate-related disclosures relate to Wellington Airport Group, which includes Wellington International Airport Limited (Wellington Airport) and its subsidiaries.

Wellington Airport considered its four wholly owned subsidiary companies when preparing these climate-related disclosures:

- Whare Manaakitanga Limited is the holding company for Wellington Airport's hotel, which is independently operated and managed by Noahs Hotels (NZ) Limited under the Rydges brand. Noah Hotels is wholly owned by the EVT Limited group. EVT reports climate-related risk and GHG emissions for its New Zealand operations, and has targets covering Scope 1, 2 and 3 GHG emissions. As such, the hotel operations are excluded from Wellington Airport's FY25 climate-related disclosures. The hotel infrastructure has been included in the Airport's physical climate risk assessment.

- Wellington Airport Noise Treatment Limited (WANT Limited) provides noise mitigation activities to manage the impact of noise generated from the airport on the surrounding community, part of the Quieter Homes Programme. The Quieter Homes Programme is an initiative by Wellington Airport to carry out acoustic mitigation treatment work on homes within its Air Noise Boundary. While the activities of this subsidiary are small, they have been included in Wellington Airport's FY25 climate-related disclosures.
- Jean Batten Street Limited is a small property holding company acquired in FY25 by Wellington Airport, for the purposes of taking ownership of a property on Jean Batten Street. It is a tenanted property, and associated emissions fall within Wellington Airport's Scope 3, Category 13 emissions boundary.

- Meitaki Limited is a captive insurance company incorporated in the Cook Islands. For the purposes of emissions accounting, a small amount of business travel and Scope 1 and Scope 2 emissions associated with investments held are apportioned to Wellington Airport Scope 3, Category 15 emissions. Accumulated funds are invested in a diversified portfolio, managed by Milford Asset Management and covered by Milford's sustainable investment policy including efforts to work with companies to catch up on best practise on environmental and social governance (ESG).



Governance

Wellington Airport's Board has ultimate accountability for the management of business risks, including those related to climate change.

The Board has been engaged in developing Wellington Airport's strategy for managing climate-related risks and opportunities.



The Board receives regular reporting from management including updates on climate-related risks and opportunities, metrics and targets and relevant transition plan actions.

The Board has two sub-committees: the Audit and Risk Committee (ARC), and the Remuneration Committee. The Board delegates oversight of risk management to the ARC, which considers all material business risk (including climate-related risks) and makes reports and recommendations to the Board. This committee meets at least four times per year. The executive-level Enterprise Risk Management Committee (ERMC) reviews and considers the business risks and controls in place to manage those risks. Board members are invited to attend the ERMC meetings. Minutes from the ERMC meetings are included in the ARC meeting papers.

The Remuneration Committee sets the Executive Team's remuneration, including incorporation of ESG performance metrics into incentive schemes for employees.

The Kaitiakitanga Committee is a strategic working group which oversees the sustainability agenda and delivery at Wellington Airport. This committee considers climate-related risks and opportunities and is responsible for practical implementation of all emissions reduction initiatives alongside other sustainability goals. This committee is chaired by the Sustainability Manager. Each member implements defined initiatives to reduce the Airport's environmental impact and adapt to the effects of climate change. The Risk Management section on page 30 contains additional information on how management is informed about climate-related risks.

The climate-related disclosures report is reviewed by the ARC prior to approval by the Board.





Strategy

Wellington Airport provides integrated aeronautical and commercial facilities and services to airlines and other aviation-related stakeholders.

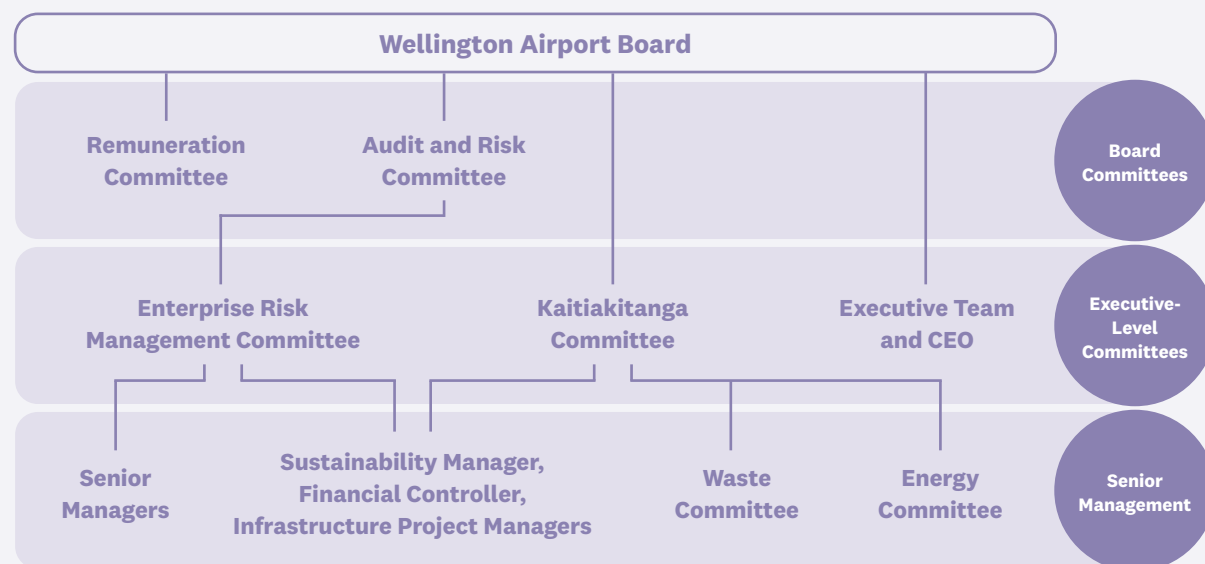


Figure 1. Governance of climate-related risks and opportunities at Wellington Airport

Configuration of committees

Audit and Risk Committee Met six times in FY25

Three Board members. In attendance: CEO, CFO, Financial Controller, Business Performance Manager, Sustainability Manager and external auditors as required.

Remuneration Committee Met once in FY25

Three Board members. In attendance: CEO and GM People and Culture as required.

Kaitiakitanga Committee Meets monthly

CEO, CFO, GM Aeronautical Operations, GM Corporate Affairs, GM Aeronautical Operations, GM Infrastructure and Development, GM People and Culture, GM Commercial, Head of Operations, Head of Aviation, Sustainability Manager.

Waste Committee Meets monthly

Sustainability Manager, Retail Manager, Head of Operations, Customer Experience Manager, Assistant Facilities Manager, Duty Manager (Rotating, Operations), Landside Support Services Officer (Dockway Manager).

Enterprise Risk Management Committee Met twice in FY25

CEO, CFO, GM Corporate Affairs, GM Aeronautical Operations, GM Infrastructure and Development, GM People and Culture, GM Commercial, Financial Controller.

Energy Committee Meets monthly

Sustainability Manager, Electrical Systems Manager, Head of Operations, Decarbonisation Project Manager, Head of Facilities and Asset Management, Wellington Airport Energy Management Consultants (Lumen).

Its vision is to be New Zealand's most vibrant air-hub, providing a world class customer journey by delivering exceptional and seamless passenger experience. Wellington Airport's vision is underpinned by the concept of Kaitiakitanga, the process and practice of protecting and looking after the land and its people over the long term. Wellington Airport acknowledges that it operates within a wider transport ecosystem of tourism, aviation, freight, land transport, city council, regional council and national Government.

The Kaitiakitanga Committee reviews the Airport's sustainability strategy and its alignment with the Airport's business model. The implementation of this strategy follows the Airport's transition plan (see page 24 of this report), with progress discussed monthly at Kaitiakitanga Committee meetings. The transition plan focuses on strategic priorities under the Airport's control and actions that need collaboration within the aviation ecosystem.



Figure 2. Wellington Airport's business model



Figure 3. Wellington Airport 2040 Masterplan

Flexible growth strategy

Wellington Airport's growth and investment strategy is centred on its **2040 Masterplan** which maps out an optimistic and efficient pathway to cater for increasing passenger numbers. Wellington Airport deploys a flexible strategy, triggering delivery on infrastructure as part of its Masterplan in response to actual passenger numbers, aiming to build the required infrastructure at the time it is expected to be required.

The Airport's 130 hectare site is constrained by residential housing to the east and west, Evans Bay to the north, and Cook Strait to the south. It is therefore essential to manage this small footprint as efficiently as possible to cater to a growing population, passenger demand, and evolving mix of aircraft types. This includes the flexibility to adapt plans as aircraft types change to achieve sustainability goals. For example, airlines may up-gauge to larger, more fuel-efficient aircraft types; conversely, they may move to smaller, more numerous electric aircraft.



In FY25, Wellington Airport has unveiled its new brand along with plans for \$500 million in new infrastructure spending over the next five years in line with the Masterplan, including runway safety improvements, Lyall Bay community facilities and terminal enhancements.

Captive insurance (sometimes referred to as self-insurance) is a strategic tool often employed to manage insurance programmes and costs. By creating its own insurance company, Wellington Airport can tailor its coverage to better suit its risks and needs, including climate risks. Accumulated funds are currently invested with Milford Asset Management.

What does Wellington Airport do?

The Airport's aeronautical business includes the provision of terminal, runway, apron and ancillary facilities to support the movement of aircraft, passengers and freight. This operates under a regulatory regime where the Airport consults on its airport charges with substantial airline customers at least every five years. The aeronautical charges are based on a building block methodology where aeronautical revenue is recovered over passenger numbers and aircraft movements.

The Airport's commercial business includes transport, retail, property and hotel accommodation. It also holds investment properties, including a large-format retail park adjacent to the airport site. Over time, there has been a movement from passenger related revenues to a more diversified commercial income stream, reflecting the evolving nature of airport operations and the increasing importance of non-aeronautical revenue sources.

Climate scenario analysis

Climate-related risks and opportunities have been disclosed publicly by Wellington Airport since FY22. Since then, it has made continuous improvements to the process and methodology to adequately consider how the changing climate will impact its business model. Climate scenario analysis is the main tool Wellington Airport has to help consider how the business might look in an uncertain future.

Assessing physical risks

Climate-related risks that directly and indirectly impact infrastructure and operations are carefully considered by Wellington Airport. The assessment of physical climate risk involves a comprehensive assessment of each asset's exposure, vulnerability and risk in relation to a range of climate hazards.

In FY25, the Airport collaborated with Beca¹ to update methodologies² for the Airport's physical risk assessment, utilising NIWA's updated national climate projections for New Zealand³ to reassess assets at risk and taking into consideration both current and future programmes of work.

Detailed vulnerability assessments, incorporating sensitivity and adaptive capacity scoring, have been employed to enhance the Airport's understanding of climate impacts.

Wellington Airport's physical climate assessment analysed the vulnerability, exposure, and risk to

each asset at Wellington Airport across different timeframes and scenarios. The updated assessment confirmed the key physical climate risks. FY25 updates to the methodology included:

- Use of NIWA's updated national climate projections for New Zealand,
- Updated list of Wellington Airport's infrastructure at risk and consideration of current and planned programmes of work, and
- Updated vulnerability assessment, including separate scoring of sensitivity and adaptive capacity.

Wellington Airport's assessment utilised the SSP2-4.5 and SSP3-7.0 scenarios⁴ for this exercise. These scenarios were used as sources, among others, within Wellington Airport's Disorderly and Hot House World scenarios disclosed below. The physical risk assessment only considered these two scenarios as they are expected to present more significant physical challenges for the Airport than SSP1-2.6 (as captured in Wellington Airport's Orderly scenario).

To further explore flood risk to infrastructure at Wellington Airport, Beca has been commissioned to complete hydrological modelling of the site at present day and in two climate change scenarios. This proactive initiative helps the Airport prepare for and mitigate potential disruptions caused by climate-related challenges. Flood risk to the access roads is a priority risk for Wellington Airport. It is expected for this risk to

be addressed through Waka Kotahi's climate resilience work and assessed further in the Wellington Lifelines Group region-wide climate impact assessment project.

Wellington Airport already collects a range of weather data with an onsite weather station and reports impacts to operations and infrastructure as necessary. In FY26, improvements are expected to be made to this reporting to include categorisation of notable weather events, to record the date/time of notable weather events, and greater detail in relation to the impacts (including assets that are of interest).

1. Beca Limited is part of the Beca Group, a global advisory, design and engineering consultancy with climate risk, adaptation and resilience expertise. Wellington Airport has worked with Beca on its climate risk since 2022.

2. In FY25, Beca collaborated with Wellington Airport to further refine its physical risk assessment, which follows the best practise methodology derived from: Ministry for the Environment's *Guide to Local Climate Change Risk Assessments*, and *National Climate Change Risk Assessment for New Zealand – Method report*.

3. Updated national climate projections for New Zealand, NIWA (2024), <https://niwa.co.nz/climate-and-weather/updated-national-climate-projections-new-zealand>

4. Shared Socio-Economic Pathways (SSP) are the latest international climate scenarios in the IPCC Sixth Assessment Report that represent the outcomes of a range of climate policies and associated greenhouse gas emissions.

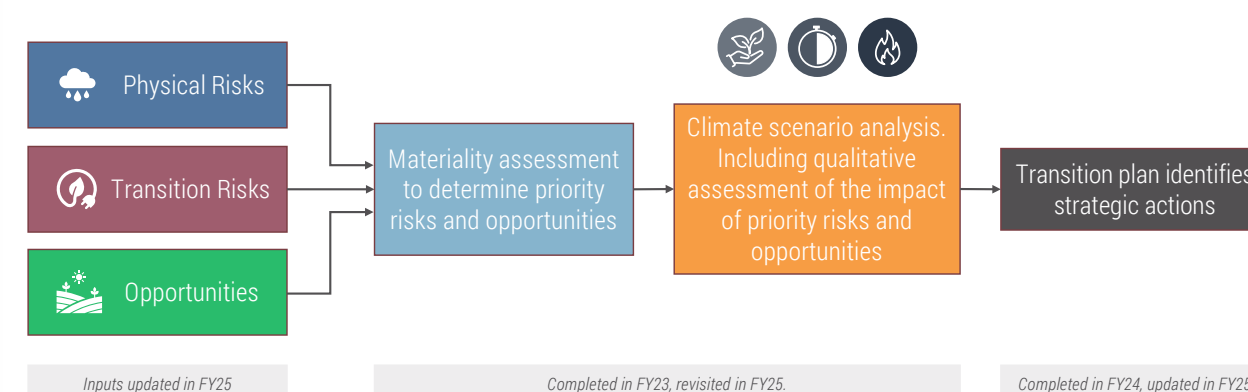


Figure 4. Wellington Airport process to effectively consider climate-related risks and opportunities



Wellington Airport management's response to key physical risks

Rainfall, wind and sea fog currently affect the Airport and managing these are part of normal airport operations. Wellington Airport recognises that climate change is expected to intensify these climate hazards, and it is working on measures to improve resilience to the impacts.

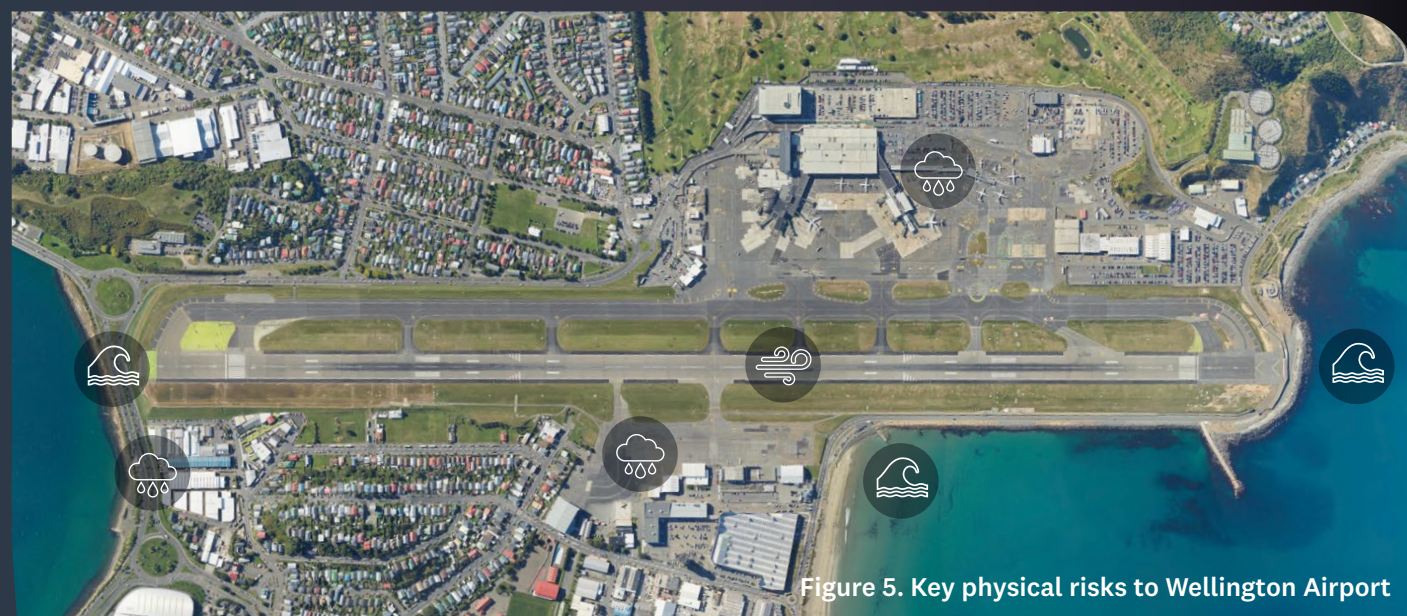


Figure 5. Key physical risks to Wellington Airport

Key physical climate risks and relevant asset

- Extreme rainfall / storm surge and access roads
- Extreme rainfall and airside infrastructure
- Storm surge and waves and residential housing
- Storm surge and waves and stormwater network
- Sea fog and aircraft operations

Management's response to these risks

- Wellington Airport plans to continue monitoring weather events and recording the severity and any operational disruptions.
- Flood modelling is being undertaken which will help to identify areas of the airport that may be susceptible to flood risk in the future, particularly when this risk is compounded with the risk from storm surge.
- Wellington Airport engages with the council to ensure that the stormwater infrastructure on Moa Point Road is frequently maintained, and where appropriate, maintenance is completed by the Airport.
- Wellington Airport's runway is at least four metres above sea level which is similar to the CBD of Wellington and low-lying suburbs such as Lyall Bay and Kilbirnie.
- Managing operations in windy conditions is normal for Wellington Airport. The apron expansion project as part of the Airport's 2040 Masterplan allows more aircraft stands providing operational resilience during high wind conditions.
- The risk of chronic sea level rise inundating airport infrastructure is low, however there is an inundation risk from an acute storm surge event in the medium term. Work is underway to renew the Southern Seawall to ensure marine defences remain resilient and are adaptable to sea level and storm surge changes into the future. This has been informed by climate projections and wave data.



Climate scenarios

Wellington Airport has developed three climate scenarios to test the resilience of its strategy in the face of the uncertainty climate change brings. The climate scenarios are intended to be plausible and challenging descriptions of how the future might look, they are not predictive or probabilistic. Each climate scenario is based on a set of assumptions that help Wellington Airport's management understand how physical and transition risks could evolve in different futures in relation to its business model.

In the absence of sector-wide scenarios, Wellington Airport primarily drew from the Transport and Tourism sector scenarios and the International Air Transport Association Net Zero Roadmaps. Further detail on Wellington Airport's climate scenarios is in Appendix B with a list of reference sources. In FY25, Wellington Airport commissioned Beca to undertake a peer review of its updated climate scenarios.

Synopsis of climate scenarios (see Appendix B for full climate scenarios)



Orderly: Aotearoa New Zealand achieves net zero emissions by 2050. Global efforts reduce GHG emissions and the impacts of climate change are lowered due to rapid and effective policy transition and stimuli. *1.5°C climate-related scenario.*⁵



Disorderly: Policy, technology, and behaviour change is delayed, then rapidly adopted. Sudden implementation of climate policy and other stimuli post-2030 causes a disorderly transition. *A third climate-related scenario.*⁵



Hot House World: GHG emissions continue to rise unabated. No new policies or other stimuli are introduced to curb emissions. Severe physical climate impacts experienced, which causes supply chain disruptions and issues for transport systems. *3°C or greater climate-related scenario.*⁵

5. New Zealand Climate Standard 1 reporting entities are required to describe and analyse three climate-related scenarios.

Summary of climate scenario analysis process

Climate scenario analysis workshops were facilitated in 2023 by WSP New Zealand Ltd (professional services firm with engineering, advisory and science-based expertise) with Airport Executive Team members and key senior managers in attendance. The Executive Team selected six priority climate-related risks and opportunities to adequately focus Wellington Airport's strategy and business plan on thriving in a low-emissions, climate-resilient future. Through climate scenario analysis, the Airport's Executive Team analysed how the six priority risks and opportunities may play out under each climate scenario.

To indicate the significance of the six priority risks and opportunities, Wellington Airport scored each with a materiality rating in each of the three climate scenarios and assigned relevant timeframes. Each risk and opportunity was scored as having an 'Extreme,' 'High,' 'Moderate,' or 'Low' rating under each scenario. The priority risks and opportunities were affirmed in FY25.

Table 2 on page 18 recaps the six priority risks and opportunities identified as material for the Airport, consistent with those disclosed in last year's report, to show the scoring and relevant time frame under each climate scenario. These six risks and opportunities are strategic priorities central to the Airport's transition plan (page 24).

Table 1. Materiality ratings and definitions

Rating	Definition
<div><div></div>Extreme</div>	These risks and opportunities present very significant impacts and/or have an extremely high likelihood of occurring under a given scenario. They should be a key focus of our strategic planning efforts.
<div><div></div>High</div>	These risks and opportunities present significant impacts and/or have a high likelihood of occurring under a given scenario. They should be given due consideration as part of our strategic planning efforts.
<div><div></div>Moderate</div>	These risks and opportunities present moderate impacts and/or have a moderate likelihood of occurring under a given scenario. They should be considered as part of our strategic planning efforts but are of lower priority compared to ‘high’ risks and opportunities.
<div><div></div>Low</div>	These risks and opportunities present limited or no impacts and/or have a low likelihood of occurring under a given scenario. They should be documented as part of our risk management processes but are not a priority for strategic planning.



Priority climate-related risks and opportunities

Current impacts of climate-related risks and opportunities

Currently, impacts from physical climate risks on the Airport are rare, as is disruption relating to weather events at origin/destination airports. Occasionally, Wellington Airport is disrupted by fog or other weather events, typically for only part of a day at a time.

Transition impacts relating to changing Government policy or consumer preferences would primarily impact Wellington Airport in the longer term through change to passenger numbers. Many Governments around the world, including New Zealand’s, are now placing a stronger focus on economic outcomes as the post-Covid global challenges continue,

and subsequently moderating climate-related policies. It is expected that the current post-Covid economic and aircraft supply issues that are hampering the recovery in passenger numbers at the Airport will be more significant than climate-related attitude changes over the short-medium term that might reduce passenger numbers. Wellington Airport continues to monitor and participate in wider Government climate policy discussions.

There has been an increase in demand for electricity on the site as Wellington Airport and its tenants switch to electricity to decarbonise.

Considering the above, the only material climate-related impact on the Airport in FY25 was the expenditure related to planning for climate change or investing in the resilience of the Airport, see Appendix A.



Anticipated impacts of climate-related risks and opportunities

The future of climate change is difficult to predict due to the uncertainty of physical climate impacts and transition impacts including Government policy and response, costs, and public attitudes. In FY25, Wellington Airport has progressed its qualitative assessment of anticipated impacts, utilising forecasts of passenger numbers in its climate scenarios, and assessing methodologies for quantification of anticipated impacts.

The climate scenario analysis process has proved useful to build a picture of how Wellington Airport’s business might operate under each climate scenario. This has provided high level insights into potential impacts in the short, medium and long term. Overall, positive impacts are more likely in the Orderly scenario, while negative impacts are expected in the Disorderly and Hot House World scenarios.

Timeline of anticipated impacts (including financial) disclosure

FY24: We anticipated that the greatest impacts to Wellington Airport’s business resulting from climate-related risks are likely to be either impacts from extreme weather events, or a change in passenger numbers due to regulatory action or changes in consumer preferences.

FY25: Wellington Airport has built on its qualitative assessment of anticipated impacts by delving into the underlying assumptions and identified different methodologies to quantify the financial impacts. This was done in a mapping exercise in consultation with the Sustainability Manager and senior management within finance, infrastructure and development, commercial, and aviation development.

FY26: Anticipated financial impacts of climate-related risks and opportunities are expected to be disclosed.

The mapping exercise conducted in FY25 revealed that additional variables and assumptions needed to be considered regarding aspects Wellington Airport may have no control over to complete the quantification of financial impacts. Wellington Airport is looking to address these gaps in FY26, acknowledging the challenge of balancing plausible scenarios with efforts to make predictions to inform the quantification. Table 2 shows the anticipated impacts reasonably expected with an explanation of gaps in information necessary for future financial quantification.

Anticipated financial impacts methodology

Climate-related factors impacting passenger-driven revenue are expected to be the most material financial impacts, which relates to aeronautical revenue and most commercial revenue. To quantify the transition impacts to revenue in FY26, Wellington Airport will work on developing assumptions on the proportion of commercial revenue related to passenger numbers.

Wellington Airport is exploring development of a financial model of the business in each of its climate scenarios, among other methodologies. Wellington Airport’s climate scenarios are plausible and challenging descriptions of how the future might look, not predictions of the future. This trial methodology is inherently uncertain as there will need to be broad assumptions made in each climate scenario, to assess the long-term climate impacts.

When assessing methodologies, consideration will be given to primary users’ perspectives and how they can compare results with other entities. In FY26, Wellington Airport intends to further explore this model as a trial and develop the approach with input from peers and stakeholders.

6. InterVISTAS Consulting are aviation industry experts in research and data analysis supporting the air transportation industry towards a more sustainable future.

Next steps

Wellington Airport is committed to transparent climate disclosures, reflected in the thorough update on progress in FY25. It is expected that future modelling, coupled with other inputs such as management experience and past expenditure, will show potential capital and operating expenditure impacts, how aeronautical and commercial revenue could vary, and indicative changes to Wellington Airport’s capacity for earnings growth.

Table 2 on the following pages provides a comprehensive overview of the reasonably expected impacts of various climate-related risks and opportunities, helping Wellington Airport to transition plan and prioritise adaptation measures.

Passenger demand climate scenario forecasting

In FY25, passenger demand in each of Wellington Airport’s climate scenarios and a base case were forecasted to FY25 by InterVISTAS Consulting⁶. These results will be a useful input to the quantification methodology as the main driver of financial impacts to Wellington Airport is expected to be variation in passenger numbers. The modelling takes into account variables such as short-term airline schedules, airline fleet plans, route development opportunities, GDP, socioeconomic and demographic trends, aviation cost and climate-related factors, aircraft technology developments and wider industry risk factors (e.g. pandemics, terrorism).

InterVISTAS Consulting were selected because they have conducted these types of passenger forecasting for airlines and airports around the world, they have been an early adopter of risk-based and climate-related forecasting methodologies, and have a strong understanding of the Wellington context through their previous work for the Airport. InterVISTAS have enhanced their forecasting methodology by incorporating climate-related factors into the forecasting for Wellington Airport, such as carbon pricing and changing attitudes to travel.










Table 2. Priority climate-related risks and opportunities

Climate scenario key: Orderly Disorderly Hot House World Risk rating key: Extreme High Moderate Low

Priority risks	Time horizon where risk is reasonably expected	Reasonably expected impacts	Current assumptions and limitations for financial quantification	Management response
Storm surge causes road flooding (access issues) and/or damage to airport infrastructure.	Long-term	Disruption of Wellington Airport's operations impacting revenue and costs.	<p>Quantifying the financial impact from a weather disruption involves making assumptions on the extent of disruption to operations, recovery of travel after the disrupted period that would affect aeronautical revenue, commercial revenue and the amount of emergency capital expenditure to fix damage to infrastructure. Wellington Airport aims to record how it is impacted by disruptions, like storm events. It is expected that the Airport is partially mitigated against physical risk impacts such as flight disruptions and delays, due to its rental car, in-terminal retail and accommodation businesses and property portfolio. For example, after the flooding and disruptions caused by Cyclone Gabrielle in Auckland in 2022, Wellington Airport experienced negligible impact to revenue from that event, with many of the passengers that would have connected via Auckland instead connecting through other airports such as Wellington.</p> <p>Damage to roading infrastructure and resolving road access is the responsibility of Wellington City Council and/or New Zealand Transport Agency / Waka Kotahi.</p>	<p>Wellington Airport's main concern is flooding, which would disrupt airport access via Moa Point Road and Cobham Drive in the Hot House World scenario. To further investigate the impacts and how it can respond to this risk, Wellington Airport updated its physical climate risk assessment and is developing a flood modelling model. The physical climate risk assessment considered the updated marine defences design.</p> <p>Resilience upgrades required for Cobham Drive are the responsibility of Wellington City Council and/or New Zealand Transport Agency / Waka Kotahi. Wellington Airport is proactively engaging with these parties to further assess the risk and monitor planned resilience upgrades to key access roads to the airport.</p> <p>Wellington Airport is investing in the adaptive capacity of infrastructure to provide ongoing resiliency and reduce the potential impact of sea level rise and storm surge by renewing the marine defences.</p>
Increasing severity and frequency of extreme weather events impact key destination airports.	Long-term	Cancellation of flights at Wellington Airport and over time, certain routes may become unviable or unaffordable to operate impacting revenue.	<p>We assume that airlines and destination airports will work to assess and address this risk. Wellington Airport's aeronautical revenue will likely be partially mitigated against impacts such as flight disruptions and delays, due to its rental car, in-terminal retail, accommodation businesses and the property portfolio. The extent of this mitigation needs to be explored further.</p> <p>At this time, Wellington Airport is not aware of any routes being affected by climate change to the extent that it results in cancellation of the route. With more information on the likelihood of extreme weather events, Wellington Airport can update this assumption of potential revenue impacts in the future. If the risk increases significantly in the long-term, certain routes may become unviable or unprofitable for airlines to operate due to a change to flight demand and unreliability due to increased disruptions. The impact to Wellington Airport would be a reduction in passenger numbers due to a change to the service and capacity for growth.</p>	<p>The physical impacts of climate change are expected to be felt most acutely in the long term. Wellington and destination airports may be impacted and we rely on the capacity of destination Airports to help manage these impacts. To monitor other airports' resilience, Wellington Airport scans climate risk assessments at key destination airports to identify any potential resiliency gaps, and participates in the Airport Council International's Study on Climate Adaptation Approach for Asia-Pacific & Middle East Airports.</p>
Government regulations result in increased costs and/or reduced passenger numbers (e.g. due to passenger number caps, increased carbon price, capital and operating expenditure to comply with increased regulations).	Short-term Medium-term	Reduction in passenger numbers impacting revenue and costs at Wellington Airport.	<p>Reduced passenger numbers may be influenced by Government regulations. It is difficult to predict the type of policy and the timing, which makes quantification difficult. Examples of possible Government regulation changes are:</p> <ul style="list-style-type: none">• Government policy constraints on airline and airport growth;• Public attitudes to the environmental impact of air travel;• Reduction in flying due to increased carbon costs passed on through ticket prices;• Inclusion of international aviation in New Zealand's national emissions reduction targets;• Passenger number caps imposed by the Government;• Competition from incentivised lower carbon alternatives;• Increased costs (fuel, carbon price, etc) to airlines passed on through ticket prices; and• International regulation restricting long-haul sectors. <p>Under the current regulatory framework⁷, it is assumed that aeronautical revenue is recovered over the long term, potentially mitigating climate-related shocks. However, we are aware that significantly higher aeronautical charges could reduce passenger numbers or Wellington Airport's revenue, creating a compounding impact, through:</p> <ul style="list-style-type: none">• Suppressing demand if high charges are passed to consumers through ticket prices;• Making certain routes unprofitable or unviable for airlines due to high costs; and• Reducing airline competition at Wellington Airport, resulting in less choice for passengers, higher air fares and further impacting demand.	<p>Wellington Airport is active in submitting on proposed regulatory and legislative changes to help ensure the effects on its business are understood by policy makers. Wellington Airport is also proactively working to facilitate and provide infrastructure to encourage a greater market share of low/zero emission aircraft to minimise exposure to emissions-related levies and diversify the commercial business. Assessment of infrastructure required to service next generation aircraft is incorporated into capital and operating expenditure forecasting. Wellington Airport is also investigating investment in potential carbon offsets to manage exposure to carbon price changes and potentially diversify its commercial business in ways that are not sensitive to passenger numbers and to mitigate potential impacts on the business.</p>

7. Wellington, Auckland and Christchurch Airports are subject to economic regulation under the Commerce Act 1986 and Airport Authorities Act 1966, requiring aeronautical pricing to be reset at least every five years. These periodic resets incorporate the latest projections for flights and passenger volumes.

Priority risks	Time horizon where risk is reasonably expected		Reasonably expected impacts	Current assumptions and limitations for financial quantification	Management response
Public scrutiny and/or reputational risks associated with failure to meet net zero and/or ESG targets.	Short-term	  	Increase in Wellington Airport's funding costs and impact on available funding.	Wellington Airport's funding costs and availability may be impacted by a negative shift in its climate risk profile. This could mean a more challenging funding environment where capital providers become less willing to participate in the airport sector due to real or perceived climate impacts. The quantum of this impact cannot be estimated at this time due to current uncertainties including the political landscape and global decarbonisation goals, but potential impacts could include a narrower pool of capital and/or capital providers, and increased cost of funding.	<p>Wellington Airport transparently discloses its climate strategies and targets and maintains a proactive approach as part of its social license. Wellington Airport tracks progress on targets monthly and reports on this annually. In the last financial year, Wellington Airport has continued to progress its climate initiatives, including:</p> <ul style="list-style-type: none"> • Achieved Airport Carbon Accreditation Level 4+, • Retained its commitment to set a Science Based Target, • First shipment of Sustainable Aviation Fuel (SAF) at Wellington Airport used by Air New Zealand in May 2025, • Electric charging for Air New Zealand's ALIA Beta aircraft, with test flights expected late 2025, • Continued its internal reporting on climate targets and publicly reporting these annually, • Increased internal sustainability-related education and communication, • Continued sustainability-related communication with the public through media releases, interviews, social media posts, newsletters, and public presentations, • Continued incorporation of sustainable design and initiatives across the business, tracked through the Kaitiakitanga Committee, and • Encouraged low-carbon land transport connectivity to Wellington Airport. <p>Additional investment in Wellington Airport infrastructure may be required to ensure the resilience and reliability of airport operations to respond to climate risk. Capital expenditure forecasts include sustainability investments, including aeronautical investments (consulted with airlines as part of aeronautical pricing) and commercial investments. Robust planning that effectively considers climate change and testing of Wellington Airport's business model through climate scenario analysis, helps to anticipate the required capital expenditure and proactive engagement with key stakeholders.</p>
	Medium-term	  	Potential future litigation may impact costs.	Wellington Airport is collecting data on current court proceedings to estimate the fees of experts or lawyers and loss of staff productivity. The financial impact to Wellington Airport's reputation is difficult to quantify.	
Technology advancement (e.g. electric, hydrogen aircraft, SAFs) does not move quickly enough to enable aviation sector to meet New Zealand's net zero 2050 decarbonisation goals.	Medium-term	  	Disruptions to the aviation market, impacting Wellington Airport's revenue and costs.	<p>The transition of the aviation market to low/zero carbon technology will incur a cost to all partners in the aviation sector. Due to the current high uncertainty in the expected technology change and timings in the aviation sector, aeronautical cost and revenue impacts cannot yet be quantified. Wellington Airport will continue to stay abreast of its airline partners' fleet transition plans, and available low emissions technology. Wellington Airport expects aeronautical revenue could be impacted in the following ways:</p> <ul style="list-style-type: none"> • Increased costs for airlines to adopt next generation aircraft (beyond usual fleet upgrades) being passed on to passengers resulting in higher air fares and reducing passenger demand, • Increased costs for airports to provide relief or incentives to airlines plus additional investment for new service offerings and alternative fuel usage. 	<p>Wellington Airport has positioned itself as an active enabler of new technology, seeking out trials and innovative ways to support the uptake of next-generation aircraft and new technology. Strategic steps to support this ambition include partnerships (e.g. Heart Aerospace, Air New Zealand), various work groups including the New Zealand Airport Association and Sustainable Aviation Aotearoa, seeking technology trials, and planning for new infrastructure. Sufficient planning and coordination between aviation partners should help to mitigate the impact of this technological disruption. In the current financial year, Wellington Airport has facilitated in the following advancements undertaken with Air New Zealand:</p> <ul style="list-style-type: none"> • First shipment of sustainable aviation fuel (SAF) at Wellington Airport used by Air New Zealand in May 2025; • Electric charging for Air New Zealand's ALIA Beta aircraft, with test flights expected late 2025; and • Development of Wellington Airport's electrical infrastructure masterplan, including provisions for more electric charging infrastructure for aircraft, with estimated timeframes.

Priority opportunity	Time horizon where risk is reasonably expected	  	Reasonably expected impacts	Current assumptions and limitations for financial quantification	Management response
Improved market share against carbon-dependent transport modes (e.g. electric plane Cook Strait crossing as alternative to ferries).	Medium-term	  	Wellington Airport may benefit from low/zero emissions aircraft impacting passenger numbers, revenue and costs.	<p>Wellington Airport may benefit from new aeronautical or commercial revenue streams connected to the uptake of low/zero emissions aircraft operations and change to low emissions ground transport modes respectively. This change may initially reduce earnings as Wellington Airport incurs costs for the new infrastructure, or reduced earnings from car parking and car rentals. In the long term, Wellington Airport may benefit from new revenue streams by providing infrastructure and operations support for new services. This could include integrating electric vertical take-off and landing (eVTOL) passenger services on new or existing routes, ride share, mobility as a service, “sofa to gate” services and eVTOL type transport as a means of airport access. Potential new revenue streams can be quantified when the timing of changes to technology are better understood. To plug this gap, we anticipate working to quantify the passenger demand increase due to:</p> <ul style="list-style-type: none">• Successful decarbonisation of aviation increasing social attitudes to air travel;• Increased route options due to new aircraft mix;• Expansion of freight services; and• Improved market share compared to carbon-dependant transport modes (e.g. increased services to Marlborough as an alternative to the Cook Strait Ferry).	Wellington Airport actively enables opportunities for low/zero emissions planes and accompanying services e.g. Air New Zealand’s ALIA Beta aircraft. The Beta commercial demonstrator is expected to fly between Wellington and Marlborough, being the first commercial electric plane service in New Zealand to prove electric flight services. Realisation of electric flights as a commercial service is currently anticipated by 2030, although there are a number of factors that may delay the expected timing.
	Long-term	  			
			Wellington Airport may benefit from increased ground transport revenue and costs.	The impact of changes to ground transport modes in the transition to a low emissions economy are difficult to quantify due to the uncertainty in the type and extent of change to the ground transport fleet. Wellington Airport will respond to any changes by adapting its transport business model to manage its revenue and earnings and staying abreast of new technology available.	

Transition plan

To help ensure its business model is resilient and responsive to an uncertain and changing climate, Wellington Airport is considering how to adjust its strategy in the transition to a low-emissions economy. The climate-related risks and opportunities assessed are mostly expected to materialise in the medium or long term. Wellington Airport has considered how to adjust its business model in the long term, but for business planning it is helpful to determine tangible short and medium term actions and assign responsibilities to each. The Airport has also identified the key signals, triggers, and items to monitor to inform the continual improvement of this planning.

Agreed actions under the Transition Plan are updated annually and are tracked by the Sustainability Manager. These are discussed at Kaitiakitanga Committee meetings to monitor progress and ensure sufficient resources and capital are allocated. Currently, all capital expenditure decisions consider sustainability implications as part of the business case and capital expenditure approval. More detail on capital expenditure, included that linked to Transition actions, is in Appendix A. Planned actions or potential strategic pivots in response to its priority climate-related risks and opportunities are described below. These actions align to the priority risks and opportunities in Table 2.

What is a transition plan?

The purpose of transition planning is to build resilience to critical uncertainties by planning actions Wellington Airport must take to maintain its ability to operate, generate sustainable revenue, protect its assets, and finance itself in a rapidly changing world. The outcome is a set of strategic actions and targets to set the direction for fundamental transformation of Wellington Airport’s business and finance towards a low carbon, resilient economy.

Transition planning – Physical risks

Airport access

Wellington Airport’s climate risk modelling shows a potential risk of access roads⁸ being inundated in a storm surge event. This may restrict passenger access to the airport for a period, and the Airport’s physical climate risk assessment deemed that these events may happen from 2040 onward under the ‘hot house’ climate scenario.

The Airport plans to continue to engage with central and local government partners to advocate for climate resilience upgrades and share information. Wellington Airport has been participating in the Wellington Lifelines Group’s region-wide climate impact assessment project, which includes key stakeholders such as Civil Defence and Emergency Management, Wellington City Council and NZ Transport Agency. It is expected for this risk, and others as highlighted in the region-wide climate impact assessment project, to be inputs to Wellington City Council and NZ Transport Agency’s long-term planning for resilience upgrades.

Wellington Airport monitors and records any breaches to the existing roading infrastructure that cause airport access issues. There were no breaches in FY25 that affected airport access.



8. Wellington Airport’s key access roads are Cobham Drive and Moa Point Road, these roads are owned by New Zealand Transport Agency / Waka Kotahi and Wellington City Council respectively.



Airport infrastructure

Wellington Airport’s climate risk modelling shows the potential risk of inundation of airport infrastructure by storm surge at the southern end of the airport from 2040 onwards, exacerbated by predicted sea level rise. If a significant breach of marine defences occurs, the infrastructure at the southern end of the Airport may be at risk of damage, affecting operations.

Depending on the actual rate of climate change effects, resilience projects may need implementation earlier or later than originally planned. NIWA has analysed and published actual sea level rise for New Zealand in previous years, and it is expected that Crown research institutes will continue this work. Wellington Airport also plans to continue monitoring weather events and recording their severity and any operational disruptions. This ongoing monitoring will help to build a picture over time, enabling the airport to determine whether disruptions from weather events are changing.

When embarking on a new infrastructure project or upgrade of existing infrastructure, Wellington Airport considers the most relevant climate projections to inform the design. Site wide flood modelling has been commissioned that will be referred to by project teams to assess flood risk. In FY25 Wellington Airport introduced a Sustainable Design Guide to formalise its approach to asset resilience.

Weather event

Weather events at key destination airports may increase in severity or frequency. Whilst steps to enhance resilience at these airports is not within the Airport’s control, we can play a role to influence the approach taken at these destinations. Recently, Wellington Airport has become a participant in the Airport Council International (ACI) Study on Climate Adaptation Approach for Asia-Pacific & Middle East Airports. This work is important to provide a framework relevant for all airports. Wellington Airport also continues to collaborate with other airports to discuss cross-sector priority climate risks and opportunities, through the New Zealand Airports Association (NZ Airports), and directly with key connection airports. Wellington Airport has already collaborated with other airports on a list of shared transition risks, and made available its research to inform the development of its climate scenarios.

Wellington Airport provides electric vehicle (EV) charging infrastructure for visitors and rental companies at the Airport, facilitating provision of low-emission land transport options for passengers in the form of electric and hybrid vehicles. In FY24, the Airport installed electrical backbone infrastructure to allow rental car operators to install up to 75 EV chargers, supporting the fleet’s transition to low-emission and electric vehicles.



Figure 7. Summary of Wellington Airport’s Transition Plan (described in this section in more detail)

Transition planning –
Transition risks

Government regulation

Wellington Airport acknowledges there may be shocks to its business and the wider aviation sector as New Zealand moves towards its national target of net zero by 2050. There is a risk that Government regulations become more aggressive over time to meet national targets. Wellington Airport management is keeping abreast of changes happening globally that may impact the response in New Zealand.

Wellington Airport is building resilience to these shocks in its business model. Its flexible growth model, master planning, and airport regulatory settings allows for infrastructure to be delivered as and when required in response to forecast passenger number signals, as explained in the Flexible Growth Strategy section on page 12.

In the past year the Government released the second emissions reduction plan, and the Climate Change Commission released its review of progress towards the 2050 emissions reduction target including a recommendation to incorporate emissions from international shipping and aviation in the national emissions target boundary.

Wellington Airport submitted on consultation in relation to this recommendation, providing context on some of the challenges and highlighted other policy steps the Government could consider support for the transition for aviation, pointing to the well-established CORSIA⁹ framework. A decision from Government on inclusion of international aviation emissions in the national emissions target boundary is due late 2025.

9. The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) a global market-based measure for reducing and offsetting carbon emissions in the international aviation sector. This will be implemented in New Zealand via the Civil Aviation Act 2023 with carbon credits being mandatory from 2027.

Regularly assessing the
accuracy of passenger forecasts

Wellington Airport develops and regularly reviews its passenger forecasts using the latest available information. Within an 18-month period, anticipated financial year returns are reviewed at least quarterly against budget, using the latest schedules and aircraft utilisation trends. Changes in schedules and/or loads may indicate shifts in market dynamics. This frequent review improves the quality of forecasting methodologies, however uncertainty around fleet availability and economic conditions can result in changes to expectations.

Over the next few years, forecasts of passenger throughput are important as they relate to the airport pricing process. Under the regulatory pricing model, airports consult on aeronautical charges based on a building block model of costs and recovery. This recovery includes a targeted rate of return on the Airport’s asset base with charges recovered on a per-passenger basis. Airports are required to re-price (adjust aeronautical pricing) at least every five years. This reset adjusts for changing consumer preferences, mitigating the effects of longer-term trends.



In FY25, InterVISTAS updated the passenger demand forecasting, including forecasts in each of Wellington Airport’s climate scenarios. While no material impact of climate-related issues in the short term is foreseen, some reductions in passenger demand are observed in the medium term. Divergence in passenger numbers between scenarios in the long term due to climate change impacts can now be incorporated into future financial decisions.

Government advocacy and
industry collaboration

Wellington Airport contributes to decarbonising the aviation sector, by supporting NZ Airport’s advocacy efforts, and through continued participation in Sustainable Aviation Aotearoa (a joint government and industry body tasked with tackling aviation sector transition). Wellington Airport regularly meets with Ministers and Government agencies, including hosting at the airport to demonstrate the Airport’s operations and decarbonisation efforts.



Minimising exposure to
emissions-related taxes

Wellington Airport is committed to achieving net zero for its own operations by 2030, by prioritising emissions reduction measures and seeking to reduce the reliance on offsets for its operations. Wellington Airport also works with its partners to reduce emissions in its value chain, the largest being emissions from flights, which remain significant. It continues to explore the possibility of carbon farming to reduce reliance on purchased offsets, support its airline partners to have access to high quality offsets and further diversify its commercial business in ways that are not sensitive to passenger numbers. In FY26 Wellington Airport intends to undertake a feasibility study looking at options available.

Social license to operate

Wellington Airport is aware of public scrutiny and expectations for climate action, and reputational risk associated with not meeting its net zero or ESG targets. Wellington Airport tracks progress towards these targets internally and allocates resource and capital towards meeting these targets through the Kaitiakitanga Committee. Wellington Airport is committed to its net zero Scope 1 and 2 emissions by 2030 target, including by procuring high quality, local carbon credits to retain ACA level 4+ before it is required to meet its 2030 target.

Wellington Airport’s reporting on this target is at page 34. Financial and/or promotional support is also given to a variety of sustainability focussed community groups each year.

Transparent reporting on progress towards targets is key to increasing public awareness and support. In addition to its annual reporting, Wellington Airport provides a range of other sustainability-related communication with the public including media releases and interviews, social media posts, and newsletters.

Educating staff on key sustainability concepts equips Airport employees with the awareness and skills to implement the Airport’s sustainability policy. Every new employee at the Airport has sustainability incorporated as part of the induction process, with this aspect being expanded in FY25. A kaitiakitanga performance development objective has been integrated into the performance development plan template to promote commitment to sustainability practices and track progress.

Wellington Airport continues to explore ways to encourage staff to reduce their carbon footprint when commuting to work. The Airport offers a discount on the Airport Express Bus and provides bike parking and shower facilities. Wellington Airport is also exploring the option of joining

the WorkRide scheme, allowing employees cost effective access to purchase a bike, e-bike, or scooter.

Sustainable finance strategy

Wellington Airport’s financial and funding strategy incorporates climate-related outcomes, supported by a Sustainability Linked Loan (SLL) facilities structure. In 2023, Wellington Airport converted \$100 million of existing bank facilities into an SLL structure, creating direct financial incentives by aligning lower interest rates with meeting agreed sustainability targets.

Establishing ambitious targets within this framework demonstrates Wellington Airport’s strong commitment to sustainability to its lenders. The SLL was increased to \$200 million when Wellington Airport refinanced its banking facilities in 2025.

The conversion to sustainability-linked lending means that Wellington Airport’s lending will be charged a lower interest cost and line fee for achieving the sustainability goals, and a higher rate if those goals are not achieved. Wellington Airport achieved three out of four targets in the first year, resulting in a lower net interest cost in FY25.

The SLL has been executed with Wellington Airport’s entire banking group – ANZ, BNZ, MUFG, CBA and China Construction Bank, with ANZ acting as Sustainability Coordinator.



Wellington Airport's SLL has sustainability targets that cover:

- Addressing its greenhouse gas emissions, seek validation and accreditation for its emission reduction targets, and publicly report on its emissions.
- Supporting and enabling low-emission commercial flights.
- Reducing the amount of waste ending up in landfills.

More sustainable travel patterns

Wellington Airport aims to reduce emissions by improving the efficiency of the current aviation system and supporting aviation-related emissions reduction by enabling new technology. Air travel to and from Wellington contributes to economic activities in the region. Some air travel is essential, including medical flights, urgent family events, transportation of essential goods, or necessary meetings.

In 2024 over 234,000 international visitors arrived in Wellington via the airport and spent \$375 million in the Wellington Region.¹⁰ Currently 40% of the international market travels via Auckland Airport and this proportion increases to 60% for long-haul travel (travel to destinations outside of New Zealand, Australia and the Pacific Islands). Passengers travelling indirectly to and from Wellington Airport generally have a larger climate travel footprint, with the additional flight sector containing an additional aircraft take-off which is the most carbon emissions intensive part of a flight.

Wellington Airport is also working closely with the tourism industry to support and enhance ‘open jaw’ tourist itineraries throughout the country. Currently around 90% of long-haul air capacity is located at Auckland Airport. A redistribution of international air capacity to other international airports allows visitors to return home from the city where their tour ends rather than completing an additional domestic flight via Auckland. Implementing more direct routes will help Wellington Airport to be more efficiently connected with the world in the future, which in turn will reduce GHG emissions for the existing travel market.

Wellington Airport is trialling technology in FY26 to record better data on GHG emissions and noise on the apron, to determine sustainable procedures to reduce emissions and noise. The Airport will seek to collaborate with its airline partners to trial novel sustainable procedures for aircraft on the ground, which builds on collaborative work with airlines and Airways to introduce Airport Collaborative Decision Making and Performance-Based Navigation.

Wellington Airport started work in April 2025 on innovative new safety zones at the ends of the runway. The engineered materials arresting system (EMAS) uses energy absorbing blocks to provide an additional safety measure at each end of the airport runway. EMAS enhances both the safety performance and operating capability of the runway. Optimising space currently used for safety zones will increase the landing

distance by over 130m and the take-off distance by 26m. This efficient use of Wellington Airport’s runway allows:

- Larger aircraft to land and take off at Wellington Airport, reducing the need for a transfer at another larger hub. For example, modern aircraft like the Boeing 777X and the Airbus A350-900 could take off fully loaded with passengers and fuel and reach the likes of Southeast Asia or beyond non-stop.
- Airlines to have the option to use Wellington Airport as a technical alternate for some aircraft for operations at other airports. This reduces the amount of fuel carried for other alternates in some cases.

Aircraft technology

The aviation sector acknowledges that technology advancement and uptake is critical for decarbonisation of air travel. It is known that sustainable aviation fuel (SAF), hydrogen and electric/hybrid aircraft technology advancement will likely play a key role in enabling the aviation sector to meet New Zealand’s net zero emissions goal by 2050. However, there is significant work required to realise these opportunities. Airports have an important role as an infrastructure provider for the aviation sector to encourage and facilitate this change.

Wellington Airport is working with aircraft manufacturers and airlines to monitor developments in aircraft technology and assess the viability of opportunities for new and direct international routes. It is important to work to make the existing system more efficient to realise emissions reductions now, as the industry waits for new technology to replace existing fleet. Wellington Airport works with its airline partners to encourage the use of more fuel-efficient aircraft in their fleet at Wellington Airport.

10. A new economic impact report estimates Wellington Airport contributes over 14,500 jobs and \$2 billion in GDP to the Wellington region’s economy. The report was completed by Business and Economic Research (BERL).

Ongoing ways to encourage airline partners to phase out older, less efficient aircraft at Wellington Airport are being explored, in addition to its existing zero landing fees offered for zero/low emissions aircraft. While currently there are no applicable aircraft for this scheme, it will apply to any sustainable aircraft types in use at Wellington Airport until at least FY29.

More sustainable land transport connections

Wellington Airport is a key connection between air and ground transport and is working to enable lower-emission connections to and from the Wellington City and beyond. This reduces the exposure of the ground transport business to climate-related factors. The Airport provides the necessary infrastructure to enable low-emission travel (for example, the fully electric Airport Express bus service).

At the Airport precinct itself, there are around 1,600 full-time equivalent roles across over 100 different employers, including airlines, engineers, retail, hospitality, Government agencies and transport services. Its flexible growth strategy allows Wellington Airport to plan for changes to the ground transport business model, which includes provision for electrification of light vehicles using the airport, greater public transport connections, active transport options, and more.

Wellington Airport’s climate scenario analysis has helped expand the thinking in this area, and the Airport looks to its data and the regular passenger commuting surveys to analyse trends in transport modes being used. In the last year, the Airport has provided improved information to passengers within the terminal and on the website to support efficient route planning and access to different modes of transport between the airport, Wellington City and beyond.

In addition, Wellington Airport are exploring opportunities to add more EV charging inside and outside the Airport carparking area, and novel ways to incentivise tenants to decarbonise their ground transport fleet are being explored.

Transition planning – Opportunities

Wellington Airport’s vision is to continue to lead the transition to low-emission flight at Airports in New Zealand. This presents an opportunity to continue to grow the aeronautical business while still working to meet the Airport’s 2050 emissions reduction targets.

One example of this is Wellington Airport being selected as the base airport for the first commercial electric plane service in New Zealand, to prove the electric flight concept.

The aircraft is BETA’s all-electric ALIA model and is expected to operate a cargo service between Blenheim and Wellington. The lessons learned from Air New Zealand’s next-generation commercial demonstrator will help airlines and airports around the country prepare for the future of low-emissions air travel.

Expected timeline of Air New Zealand’s electric demonstrator

FY24: Wellington Airport was selected as a base airport for Air New Zealand’s next generation commercial demonstrator aircraft. The project teams at Wellington and Marlborough airports have worked on designing the electrical infrastructure to support electric plane charging.

FY25: The technical demonstrator, which arrives in advance of the commercial plane, is expected to arrive in Wellington to begin testing in advance of the first commercial flight.

FY27: The commercial demonstrator is planned to be flying between Wellington and Marlborough.



Risk management

Wellington Airport’s Management team has day-to-day responsibility for identifying and managing climate-related risks and opportunities.

Climate-related risks are managed, categorised, and assessed against standardised criteria alongside other business risks in the Airport’s Quantate risk register. The Quantate register is managed by the Financial Controller.

Risks are reported to the Board through the ERM and the ARC. The ERM meets to review and consider the business risks and controls in place to manage those risks. The ARC oversees all material business risks (including climate-related risks, risk

control measures) and makes reports and recommendations to the Board. The ARC receives a report from management on the status of key business risks annually. All ERM and ARC papers and minutes are made available to directors and directors are invited to attend these meetings.

Monthly Kaitiakitanga Committee meetings detail specific workstreams, progress, future actions, deadlines and stakeholders involved in the execution of actions associated with addressing climate-related risk.

Management is also supported by externally led workshops and reports to identify and prioritise climate-related risks and resilience strategies. In the last year, Beca led a workshop with management to update Wellington Airport’s physical climate risk assessment. The details of this assessment are on page 13. The Sustainability Manager updates the transition risks assessment annually and undertakes an annual review of the physical climate risk assessment. External input is sought where required.

Metrics and targets

FY25 GHG emissions

Wellington Airport’s total GHG emissions for FY25 were 259,178 tonnes of carbon-dioxide equivalent (tCO₂-e) using a location-based approach, and 258,648 tCO₂-e using a market-based approach.¹¹ Scope 1 and Scope 2 emissions were 1,096 tCO₂-e using a location-based approach, and 566 tCO₂-e using a market-based approach.

Wellington Airport’s FY25 GHG emissions inventory was prepared in accordance with the Greenhouse Gas Protocol and is aligned with the requirements for ACA accreditation Level 4+. Refer to the GHG Emissions Inventory Report for more detail on the full inventory, consolidation approach used, reporting boundaries, source of emissions factors and global warming potential (GWP) rates.

KPMG provided reasonable assurance for Wellington Airport’s Scope 1 and 2 GHG emissions and limited assurance for Scope 3 emissions. The assurance report can be found in Wellington Airport’s FY25 GHG Emissions Inventory Report [here](#).

Table 3. Wellington Airport’s Scope 1, 2 and Scope 3 GHG emissions

	Location-based FY25 emissions (tCO ₂ -e)	Market-based FY25 emissions (tCO ₂ -e)
Scope 1	566	566
Scope 2	530	0
Total Scope 1 and 2	1,096	566
Scope 3	258,082	258,082
Total	259,178	258,648
Scope 1 and 2 emissions intensity (kgCO ₂ -e / pax)	0.21	0.11

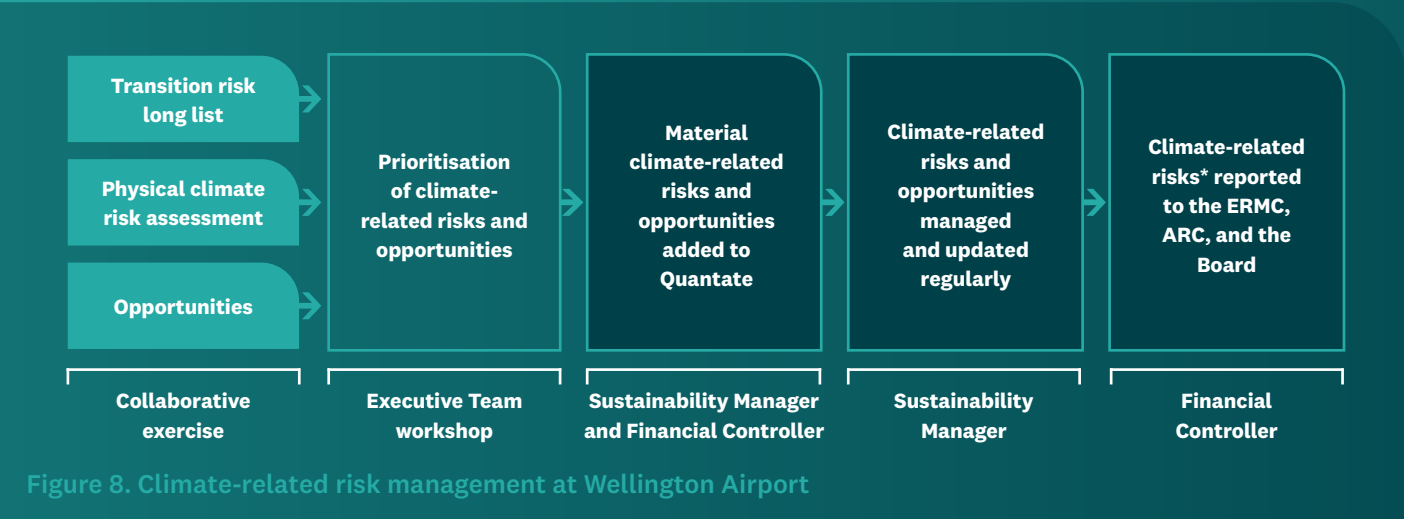


Figure 8. Climate-related risk management at Wellington Airport

*Climate-related opportunities are managed at the Kaitiakitanga Committee meetings and reported to the Board when appropriate.

11. Market-based and location-based are two different methods of calculating emissions from electricity usage. The location-based method uses an emission factor calculated from all electricity delivered to the grid in a year or quarter, while the market-based method reflects the emissions from the specific electricity sources a company has chosen to purchase.



Wellington Airport’s emission reduction targets

Wellington Airport has three emissions reduction targets:

- Net Zero Emissions by 2030¹²: Reduction of Scope 1 and 2 GHG emissions to net zero by 2030.
- Gross Operational Emissions¹³ reductions by 2030: Reduction of Operational Emissions by 30% from its FY17 baseline by 2030.
- Net Zero Emissions by 2050: Reduction of Scope 1, 2 and Scope 3 emissions (including emissions from aviation) to net zero by 2050.

12. A credible net zero target recognises the importance of reducing total carbon output instead of relying on carbon offsets to achieve net zero. A credible net zero target usually requires emission reductions by at least 90%. This is why Wellington Airport does not count carbon offsets purchased towards meeting or retaining its Net Zero Emissions target until it’s made a 90% reduction compared to the FY17 baseline.

13. Wellington Airport has used the term Operational Emissions to refer to emissions within its control. This means its Scope 1 and 2 emissions (i.e. emissions from direct operations) and limited Scope 3 (business travel) emissions.

Science-based target update

Wellington Airport has committed to set near-term and long-term emission reductions in line with the Science Based Targets initiative (SBTi). This will provide independent validation that the current pathway for emissions reduction is in line with what the latest climate science requires. In the meantime, where possible, we have sought to align our current targets to the SBTi corporate net zero standard (SBTi’s Standard). However, we are reliant on amendments being made to the current version of the SBTi’s Standard to account

for the particular challenges of decarbonising the aviation industry. The SBTi’s Standard requires reductions that are in line with the Paris Agreement.

Version 2.0 of SBTi’s Corporate Net Zero standard is currently undergoing public consultation and is expected to be in use in 2027. Wellington Airport plans to submit its targets for validation under Version 2.0. In order to do so, WIAL will need to engage with the SBTi on revising its existing SBTi commitment, in respect of which targets are due to be submitted in 2026.



GHG emissions trends and analysis

Operational Emissions increased 2.8% in FY25 compared to FY24 plus an 18% increase in Scope 1 emissions compared to FY24. There were two main drivers for this increase. The first, was equipment repair work undertaken that resulted in a topping up of refrigerant, which is difficult to predict or undertaken as required. The second, was an unusually cold winter, resulting in higher natural gas usage for heating of the terminal.

Location-based Scope 2 emissions were down 1.5%, primarily due to ongoing energy efficiency work. With the purchase of 100% certified renewable electricity through Ecotricity, market-based Scope 2 emissions are zero.¹⁴

Scope 1 and 2 emissions intensity increased by 10.5% in FY25 due to an increase in Scope 1 emissions combined with a decrease in passenger numbers.

Business travel emissions were down 29.2% in FY25 compared to FY24, mostly due to less international travel.

Despite this increase in Operational Emissions, Wellington Airport remains on track to meet its 2030 Scope 1 and Scope 2 Net Zero target and has already met its Gross Operational Emissions target.¹⁵

Operational Emissions are forecast to trend downwards with FY25 Operational Emissions being 34% lower compared to the baseline year.

Scope 3 emissions increased 2.4% in FY25 compared to FY24. There were three main reasons for the increase:

- Full flight emissions increased 2% in FY25. As explained below, this is calculated by fuel uplift at Wellington Airport so does not necessarily correspond to passenger numbers. While passenger numbers were down compared to FY24, aircraft movements have increased with less fuel-efficient planes which may cause emissions to increase,
- Wellington Airport has expanded its emissions reporting boundary to encompass all its commercial and residential tenants, and
- More construction occurred in FY25, increasing construction-related emissions.

The largest Scope 3 emission sources were emissions from fuel used by aircraft. Known generally as aircraft full flight emissions, they have been calculated based on total fuel volume uplifted at Wellington Airport in accordance with the methodology specified by the ACA.

There are inherent uncertainties with using fuel uplift to estimate full flight emissions as fuel onboarded at Wellington Airport will not always correlate to the full route flown by the aircraft. Potentially, it could account for an aircraft’s return trip if the aircraft is not refuelled at the destination. However, it is considered a reasonable proxy to determine full flight emissions and is recognised by the ACA to avoid double counting with other airports. Full flight emissions, calculated on this basis, make up around 87% of Wellington Airport’s total emissions profile.

14. All Ecotricity electricity is purchased from Toitū certified wind, hydro and solar which is matched to its customers consumption on an annualised basis. Accordingly, energy that Wellington Airport purchases from Ecotricity is 100% renewable, and does not require it to purchase Renewable Energy Certificates (RECs). Ecotricity is audited by Toitū Envirocare, who are JASANZ accredited to certify against the internationally recognised ISO 14067 standard. Though still a market-based mechanism (as electricity at Wellington Airport is still pulled from the grid), this is a different mechanism to purchasing RECs.

15. See the Operational Emission Reduction Efforts section below for more information on our emissions reduction targets.

Table 4. Wellington Airport metrics and targets, and comparative information

Area	Metric or target	FY25	FY24	FY23
Emissions	Scope 1 (tCO ₂ -e)	566	478	473
	Scope 2 (location-based) (tCO ₂ -e)	530	538	841
	Scope 1 and 2 GHG emissions intensity (kgCO ₂ -e / pax)	0.21	0.19	0.25
	Scope 3 (tCO ₂ -e)	258,082	252,136	N/A*
Emissions reduction targets	Net Zero Scope 1 and 2 Emissions (Net Scope 1 and 2 in tCO ₂ -e)	0	0	1,314
	30% Gross Operational Emissions reductions by 2030**	34% reduction	36% reduction	23% reduction
	Net Zero Emissions by 2050 (Total GHG emissions in tCO ₂ -e)	259,178	253,152	N/A*
Waste	30% Operational waste to landfill reduction**	21.2% reduction	18.5% reduction	22.2% reduction
Energy	30% Terminal energy use reduction**	18.0% reduction	19.4% reduction	18.8% reduction
Accreditations	Have science-based target validated in FY25	Not achieved****	Not achieved	N/A
	Increase ACA accreditation levels each year	ACA Level 4+ retained	ACA Level 4+ achieved	ACA Level 2 renewal
	Achieve GRESB rating over 90/100	Results not yet received	94/100	96/100
Finance	Achieve SLL targets	66% of targets achieved	75% of targets achieved	N/A
Staff training	Sustainability induction for every new staff member	Achieved	Achieved	Achieved
Capital deployment	Climate-related capital expenditure	\$6.05 million	\$2.7 million	N/A*
Transition risks	Business activities vulnerable to transition risks	80% of the Airport's commercial business by projected revenue	80% of the Airport's commercial business by projected revenue	N/A*
Physical risks	Number of Airport owned assets vulnerable to physical risks	12%	17%	N/A*
Climate-related opportunities	Business activities / assets aligned with climate-related opportunities	0***	0***	N/A*

*There was no information in FY23. For Scope 3 emissions and some metrics and targets, Wellington Airport have used NZ CS 2 adoption provision 5 and 6.

**Targets are for 2030 and are compared to the FY17 baseline year.

***Opportunities are being actively investigated by Wellington Airport, hence why they do not form a percentage of current business activities or assets.

****See the science-based target update on page 32.

Operational emission reduction efforts

Wellington Airport’s emission reduction targets intend to provide the GHG emissions reductions required to ensure Wellington Airport is making meaningful contributions necessary to meet the goals of the Paris Agreement – limiting global warming to 1.5°C above pre-industrial levels. Wellington Airport regularly monitors the emissions generated by the operations of the airport campus, and this is reported monthly at the Kaitiakitanga Committee meeting. Progress towards Wellington Airport’s emissions reduction targets is published annually in its Climate-Related Disclosures, see Table 4 on page 34.

- At this stage, Wellington Airport is on track to achieve its Net Zero Emissions by 2030 target for its Scope 1 and 2 emissions.

- Wellington Airport is on track to meet its Gross Operational Emissions by 2030 target already reducing Operational Emissions by 34% from the FY17 baseline, achieving the target six years ahead of schedule.

The Gross Operational Emissions by 2030 target helps Wellington Airport to prioritise initiatives that will reduce absolute emissions on the scale required to meet the Net Zero Emissions by 2030 target. Meeting this target will allow Wellington Airport to prioritise efforts to reduce its Scope 3 emissions. Short-term and long-term initiatives, and capital expenditure committed for each, are set out in Appendix A.

Looking ahead, Wellington Airport anticipates the delivery of its gas boiler replacement project and ongoing fleet replacement to further drive emissions reductions. See Figure 9 on the following page for the Airport’s expected journey to Net Zero Emissions by 2030. Carbon emissions intensity per passenger is forecast to trend downwards,

demonstrating that GHG emissions and growth are expected to be decoupled.

In addition to Wellington Airport’s reduction efforts, it has offset its Operational Emissions in FY25. This can be seen as the shaded out colour in Figure 9 from FY24 onward. Wellington Airport currently addresses its Operational Emissions as follows:

- Purchase of 100% Toitū certified renewable electricity, through Ecotricity.
- Procurement of local offsets to cover all Scope 1 and Scope 3 (business travel) emissions.¹⁶

16. Offsets procured are Carbon Crop Units, which derive offsets from native regenerating forest and whose methodology follows the Guidance for Voluntary Carbon Offsetting documentation provided by the Ministry for the Environment. They have not yet been verified by an international registry but are approved for use by the ACA programme.



Net Zero Scope 1 and 2 target expected to be achieved by 2030

*A credible net zero target recognises the importance of reducing total carbon output instead of relying on carbon offsets to achieve net zero. A credible net zero target usually requires emission reductions by at least 90%. This is why Wellington Airport does not count carbon offsets purchased towards its Net Zero Emissions target until it’s made a 90% reduction compared to the FY17 baseline.



Figure 10. FY25 initiatives Wellington Airport has taken or supported to decarbonise beyond its direct operations

Scope 3 emission reduction efforts

Wellington Airport has a Net Zero Emissions by 2050 target but does not currently have Scope 3 emissions targets for specific emissions sources. It is progressing development of Scope 3 targets in line with the latest SBTi guidance but is in consultation with the SBTi on revising its existing commitment in order to utilise Version 2.0 of the SBTi's Standard. Wellington Airport will disclose these targets once available. Wellington Airport is dependent on its airline partners Scope 1 emission reduction to reach Net Zero Emissions by 2050. Wellington Airport has targets for its waste, energy and water use, which will help to drive related emissions down in these areas.

Aviation emissions

Wellington Airport appreciates that it does not operate in isolation within the aviation industry. Wellington Airport provides a key connection point for air and land travel. While the Airport is not directly responsible for aviation emissions, it has an important part to play in enabling and influencing aviation-related emission reductions. This is reported under Scope 3, Category 11 for FY25 as 224,930 tCO₂-e.

Moving forward, Wellington Airport is eager to support the transition of not only the Airport but also aircraft technology towards a zero-carbon future. The ACA Level 4+ accreditation recognises that the Airport is progressing workstreams to reduce emissions from Scope 3 activities.

These are emissions not directly produced by the Airport, but from an extended range of activities associated with the airport (including air travel).

Wellington Airport will continue its approach of encouraging and enabling decarbonisation, recognising this change also requires investment from airlines.

Wellington Aero Club is a general aviation¹⁷ operator that provides flight training and recreational flights from Wellington Airport for its members. Its footprint includes flying, business and support operations. The Wellington Aero Club received certification for Zero Carbon Business Operations with Ekos Kāmahī Ltd in 2023 and is currently awaiting its 2024 certification. This recognises efforts to measure the carbon footprint of their business operations and offset with certified carbon credits.

17. General aviation encompasses aviation activities that are not part of aeronautical operations, including a diverse range of flying activities such as private flying, recreational flying, flight training, agricultural aviation, emergency medical services, and aerial photography.



Airline sustainability commitments

Wellington Airport will continue to support its airline partners on their decarbonisation journey. Air New Zealand and Qantas Group operate 97% of all scheduled seats out of Wellington Airport. The Airport will continue to work with both airlines to assist them in achieving their existing, ambitious emission reduction targets.

Air New Zealand:

- Reduce "well-to-wake" emissions by 20 – 25 percent by 2030.
- Begin replacing turboprop fleet with next generation aircraft from 2030.
- Net zero emissions by 2050.

Qantas Group Limited:

- Improve fuel efficiency by an average of 1.5% per annum to 2030.
- 10% of Sustainable Aviation Fuel (SAF) in fuel mix by 2030.
- Reduce net Scope 1 and Scope 2 emissions by 25% by 2030 from 2019 levels.
- Net zero emissions by 2050.



Photo by Lucas Rongo

Carbon pricing

Setting a price on carbon emissions associated with activities can help focus decarbonisation efforts. Wellington Airport has determined that this is not suitable for its operations, as:

- Wellington Airport is already well on track to achieve its Net Zero Emissions by 2030 target for its Scope 1 and 2 emissions. Most Wellington Airport's Scope 3 emissions are from fuel used by aircraft, for which carbon credits are mandatory now for domestic flights under the NZ ETS and mandatory from 2027 for international flights¹⁸ under the CORSIA scheme.
- Wellington Airport's organisational structure means it doesn't need to rely on an internal carbon price to be the driver for change. It's a relatively small and lean team, with a flat hierarchy. Executives in the Kaitiakitanga Governance Committee have responsibility for implementation of emissions reduction initiatives, with direct influence over parts of their business that carry out the implementation.
- Wellington Airport has, in a way, already created an internal carbon price via the cost of offsetting all Scope 1 emissions and limited Scope 3 emissions (business travel) with Carbon Crop Unit (CCU) offsets. Wellington Airport purchased CCUs at \$50 per tCO₂-e for FY25. The Kaitiakitanga Committee can mandate certain offsets for certain activities, instead of applying an internal carbon price.

Embodied carbon

Wellington Airport measures the embodied carbon emissions from construction activity. This is reported under Scope 3, Category 2 for FY25 as 1,810 tCO₂-e. In FY25, this included the new Airport Fire Station project, airfield maintenance works and relocated car parks.

Wellington Airport has defined embodied carbon emissions as the emissions released through the product stage (extraction and processing of the raw materials),

construction stage (transport and installation) and the operational carbon (energy and water use).

With better visibility on data across the site, Wellington Airport can build up a baseline of information and set ambitious and meaningful goals. This is important for the Airport to consider because of the pipeline of essential construction work underway to meet the increasing demand from travellers. The Airport requires contractors or designers to complete an embodied carbon estimate for all new projects.

Other climate-related metrics

Waste

Wellington Airport is committed to reducing operational waste going to landfill from its main terminal building and Airport Fire Station. Waste to landfill volume, and intensity were both down in FY25 compared to FY24. In FY25, 36% of overall waste volume was diverted from landfill to recycling or compost. The Airport is exploring and expanding the options to reduce waste and increase diversion from landfill.

Established in FY23, Wellington Airport's Urban Garden continues to thrive. In the last year, food waste business, Kaicycle established composting of local business and household food waste on site. This compost has been used in the Airport's garden to produce food for the local community. The Airport tested composting single-use coffee cups in its garden but found they did not decompose as expected. This has led to a strategy change to reduce the overall use of these cups in the Airport.

An inter-airport working group has been established to collaborate on this strategy. In the next year, the group is trialling a reusable cup option that can be rolled out across several airports in New Zealand.

18. A decision from Government on inclusion of international aviation emissions in New Zealand's target is due late 2025.

Wellington Airport is actively exploring how to reduce waste to landfill from its dining precinct. In FY26, the Airport plans to roll out standardised waste and recycling stations and trial a compostable packing station that will educate customers on compostable products. The compostable packaging products will go to a local company, Organic Waste Management, to be commercially composted, as they are not ‘home compostable’. See Figure 11.

Water use

Wellington Airport is currently developing a more relevant baseline for its water use target. The current baseline relies on Wellington Water data meters that likely encompass more than water just to the terminal. In FY25, Wellington Airport started work to expand water metering across the terminal. Once completed, this work will allow for more accurate tracking of water usage and measuring of water reduction initiatives.

Energy

Despite energy consumption increasing by 2% in FY25 compared to FY24, total energy consumption continues to trend downwards since FY17. In FY25, terminal electricity consumption remained approximately flat compared to FY24. In FY25, terminal natural gas consumption (including tenants) increased by 9% compared to last year. This was primarily driven by an unusually cold winter. Nevertheless, ongoing efficiency improvements mean natural gas usage is down 47% against the baseline. To date, Wellington Airport has replaced around 60% of its internal lighting with LED alternatives.

Wellington Airport has improved its heating and cooling system, and optimisations have continued to yield benefits in FY25, with 16% of energy consumption avoided. Wellington Airport is looking to restart the optimisation programme in FY26 to achieve further benefits. See Figure 12.

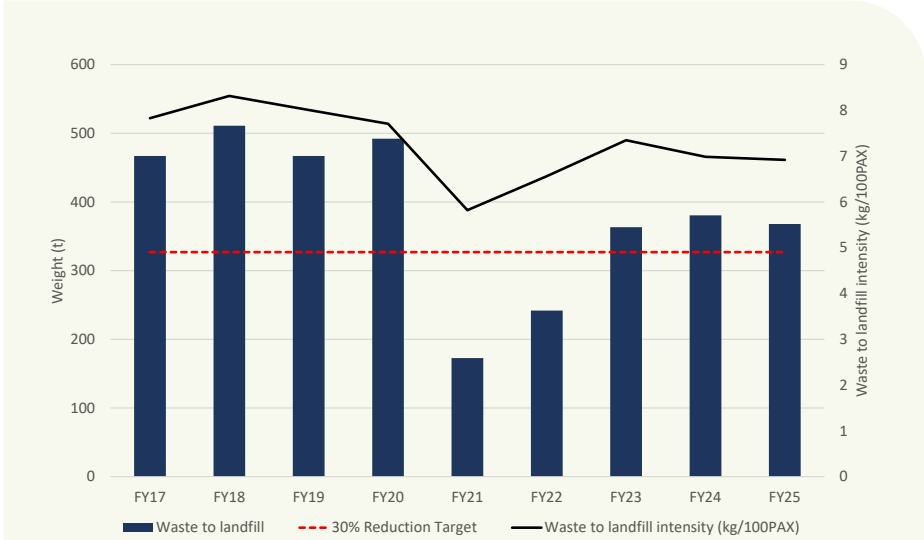


Figure 11. Wellington Airport’s waste to landfill data

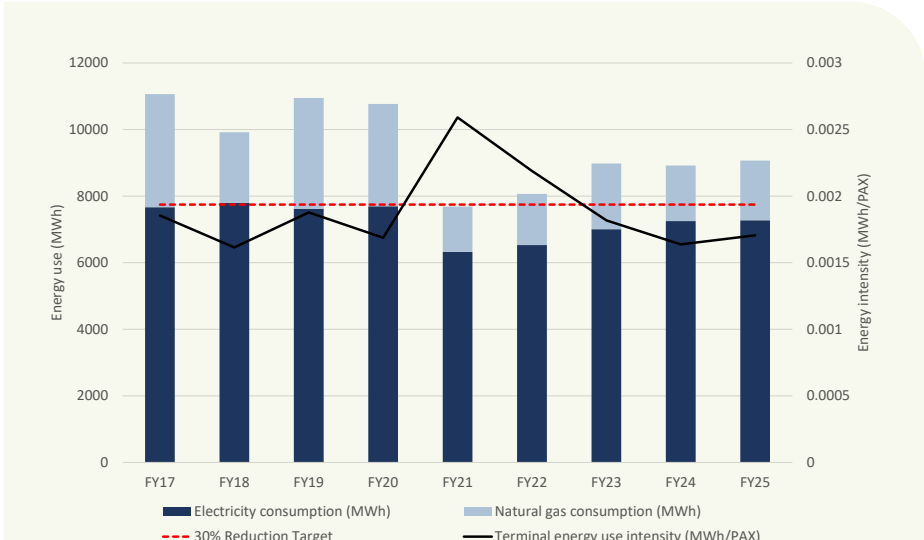


Figure 12. Wellington Airport’s terminal energy use



Biodiversity

Wellington Airport recognises its part within New Zealand’s wider biodiversity landscape as well as its relationship with local biodiversity and has continued to place importance on protecting and improving both. Wellington Airport has not yet formed a biodiversity metric or target. However, Wellington Airport’s biodiversity initiatives listed below are all intended to support New Zealand’s long-term vision.

- Partnering with Predator Free Wellington, to support efforts that protect native flora and fauna, increasing local biodiversity. Wellington Airport has committed \$0.2 million in funding over five years, starting in FY26.
- Wellington Airport has a nature positive working group focused on exploring ways to enhance biodiversity outcomes within its area of influence. The group formed in FY25 to take part the Nature Positive Readiness workshop series and now meets regularly as part of the Nature Community of Practice; both are run by the Sustainable Business Council and Beca.

- Wellington Airport’s offsetting strategy prioritises local carbon sequestration from native forest. For FY25, Carbon Crop Units were sourced only from native forests and supporting efforts to protect these areas from pests and invasive species. Most of the FY25 units come from a property in Tora, South Wairarapa.
- Wellington Airport has a Trees That Count donation wall within its terminal, an organisation that supports planting native trees. Through this donation wall, Wellington Airport supported the planting of 416 native trees in FY25.

Vulnerability of assets and business activities to climate-related risks

Wellington Airport is required to assess the vulnerability of its business to climate-related physical and transition risks. In FY25, Wellington Airport reassessed the vulnerability of assets in scope,¹⁹ which is also helpful to identify areas for investment as part of adaptation planning. Assets are scored as having low to extreme vulnerability (or not applicable) for each relevant climate hazard. No assets were scored as extremely vulnerable. It was found that 12% of Wellington Airport-owned assets had moderate or high vulnerability to at least one physical climate hazard.

Vulnerability of the Airport’s business activities was assessed by looking at revenue streams. Based on revenue in FY25, approximately 60% was from aeronautical activities and 40% was from its commercial business.

The Airport’s aeronautical revenue was assessed as having a relatively low vulnerability to transition risks. The Airport sets prices for aeronautical revenue. The climate-related impacts to passenger numbers is expected to materialise if unanticipated and only until the Airport resets the aeronautical pricing in its next pricing consultation. If there is a substantial impact, Wellington Airport could consider reconsulting with airlines before the next pricing period.

The majority of commercial revenue streams generally track in line with passenger numbers. Up to 80% of commercial revenue was assessed as being vulnerable to transition risks as the revenue correlates to passenger numbers (e.g. food outlets in the terminal and transport to/ from the Airport). Approximately 20% of commercial revenue over the next 20 years is expected to be from commercial property, much of which is outside the Airport precinct and therefore not directly correlated to passenger numbers. Revenues were determined by assessing projected revenue in the Airport’s Enterprise Financial Model.

Executive remuneration

The Executive remuneration scheme includes an ESG modifier of between 0x and 1x for Long Term Incentive payments. Maintenance of current ESG performance results in a multiplier of 1x, while major avoidable risk incidents could result in a downward adjustment. This is determined at the discretion of the Board and based on Wellington Airport’s progress towards achieving ESG targets, including its climate targets. There has been no change to the structure of this scheme in the last two years.

19. As defined in The Ministry for the Environment’s 2024 Coastal hazards and climate change guidance.





Photo by Lucas Rongo

Glossary

ACA: Airport Carbon Accreditation is the only institutionally endorsed, global carbon management certification programme for airports. It independently assesses and recognises the efforts of airports to manage and reduce their carbon emissions through six levels of certification: ‘Mapping’, ‘Reduction’, ‘Optimisation’, ‘Neutrality’, ‘Transformation’ and ‘Transition’.

Acute risk: Physical risks emanating from climate change that are event-driven such as increased severity of extreme weather events.

Aotearoa New Zealand Climate Standards: Standards issued by the External Reporting Board that comprise the climate-related disclosure framework.

Base year: An historical datum (a specific year or an average over multiple years) against which an entity’s metric is tracked over time.

Carbon dioxide equivalent (CO₂e): The universal unit of measurement to indicate the global warming potential of each of the seven GHGs, expressed in terms of the global warming potential of one unit of carbon dioxide for 100 years. It is used to evaluate releasing (or avoiding releasing) any GHGs against a common basis.

Carbon Crop Units (CCU): Offsets procured are Carbon Crop Units, which derive offsets from native regenerating forest and whose methodology follows the Guidance for Voluntary Carbon Offsetting documentation provided by the Ministry for the Environment. They have not yet been verified by an international registry but are approved for use by the Airport Carbon Accreditation programme.

Chronic risk: Physical risks emanating from climate change that relate to longer-term shifts in precipitation and temperature and increased variability in weather patterns, such as sea level rise.

Climate-related disclosure framework: Climate-related disclosure framework has the same meaning set out in section 9AA of the Financial Reporting Act 2013.

Climate-related opportunities: The potentially positive climate-related outcomes for an entity. Efforts to mitigate and adapt to climate change can produce opportunities for entities, such as through resource efficiency and cost savings, the adoption and utilisation of low-emissions energy sources, the development of new products and services, and building resilience along the value chain.

Climate-related risks: The potential negative impacts of climate change on an entity. See also the definitions of physical risks and transition risks.

Climate change scenario: A plausible, challenging description of how the future may develop based on a coherent and internally consistent set of assumptions about key driving forces and relationships covering both physical and transition risks in an integrated manner. Climate-related scenarios are not intended to be probabilistic or predictive, or to identify the ‘most likely’ outcome(s) of climate change. They are intended to provide an opportunity for entities to develop their internal capacity to better understand and prepare for the uncertain future impacts of climate change.

CORSIA: The Carbon Offsetting and Reduction Scheme for International Aviation is a global market-based measure designed to offset carbon dioxide emissions from international flights. The scheme is managed by the International Civil Aviation Organization (ICAO).

Emissions intensity: Intensity ratios express GHG emissions impact per unit of physical activity or unit of economic output. A physical intensity ratio is suitable when aggregating or comparing across entities that have similar products. An economic intensity ratio is suitable when aggregating or comparing across entities that produce different products. A declining intensity ratio reflects a positive performance improvement. Intensity ratios are also often called normalised environmental impact data.

ESG: Environmental, social and governance (ESG) refers to a collection of corporate performance evaluation criteria that assess the robustness of a company’s governance mechanisms and its ability to effectively manage its environmental and social impacts.

Financial impacts: The translation of impacts into current or anticipated impacts on financial performance, financial position and cash flows.

FMA: The Financial Markets Authority (FMA) regulates financial markets in New Zealand. They also regulate the New Zealand Climate Standards.

Governing body: The Wellington International Airport Limited Board.

Greenhouse gas (GHG): The greenhouse gases listed in the Kyoto Protocol: carbon dioxide (CO₂); methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), nitrogen trifluoride (NF₃), perfluorocarbons (PFCs), and sulphur hexafluoride (SF₆).

Materiality: The XRB defines information as material if omitting, misstating, or obscuring it could reasonably be expected to influence decisions that primary users make based on an entity’s climate-related disclosures.

NIWA: National Institute of Water and Atmospheric Research

Physical risk: Risks related to the physical impacts of climate change.

Reporting period / financial year: April 1 to March 31

RCP: Representative Concentration Pathway (RCP) is a greenhouse gas concentration trajectory adopted by the IPCC.

SAF: Sustainable Aviation Fuels (SAF) are defined as renewable or waste-derived aviation fuels that meets sustainability criteria.

SBT: Science-based targets (SBT) provide a clearly-defined pathway for companies to reduce greenhouse gas (GHG) emissions, helping prevent the worst impacts of climate change and future-proof business growth. Targets are considered ‘science-based’ if they are in line with what the latest climate

science deems necessary to meet the goals of the Paris Agreement – limiting global warming to 1.5°C above pre-industrial levels.

Scope 1 emissions: Direct GHG emissions from sources owned or controlled by the entity.

Scope 2 emissions: Indirect GHG emissions from consumption of purchased electricity, heat, or steam.

Scope 3 emissions: Scope 3 encompasses emissions that are not produced by the airport itself and are not the result of activities from assets owned or controlled by them, but by those that it's indirectly responsible for up and down its value chain.

Transition risk: Risks related to the transition to a low-emissions, climate-resilient global and domestic economy, such as policy, legal, technology, market and reputation changes associated with the mitigation and adaptation requirements relating to climate change.

Wellington Lifelines Group: The Wellington Lifelines Group (or WeLG) was established in 1993 to coordinate the physical risk management activities of Wellington utility and transport service providers.

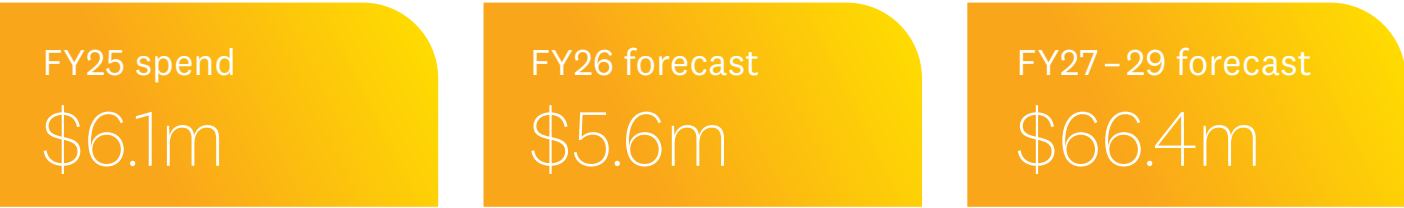
XRB: The External Reporting Board (XRB) develops and issues reporting standards on accounting, audit and assurance, and climate, for entities across the private, public, and not-for profit sectors. They developed and issues the New Zealand Climate Standards.



Appendix A

Capital deployment for climate-related risks and opportunities

Wellington Airport is aware of how transition risks may impact the aviation sector and the level of capital deployment towards managing this transition reflects this.



Key Short Term Initiative Description	FY25 spend
Reduction of ground transport fuel use through replacement of the vehicle fleet with low emissions alternatives.	\$0.1 million
Annual sustainability reporting and various initiatives, including: <ul style="list-style-type: none">Boiler replacement project: Elimination of natural gas usage, through replacing the boiler system in both the terminal and hotel, with an energy efficient alternative, based on electric heat pump technology. This system is anticipated to have high efficiency, reduce operational costs, and eliminate reliance on natural gas to reduce Scope 1 emissions.Consultants spend to implement sustainability guidelines for projects across Wellington Airport.Terminal bin redesign.Apron redevelopment overland flow modelling for key infrastructure including planned apron expansion.Solar/energy generation: Wellington Airport plans to move forward with trials of solar panels at the airport.Building Management System (BMS) Analytics Programme. Aimed at improving energy efficiency throughout the terminal by identifying issues and optimising heating/cooling.Sustainability reporting: Accreditation fees, consultant spend, verification for GHG emissions.Purchase of carbon offsets.Continued rollout of LED lighting: Progressing with the replacement of conventional lighting with more efficient alternatives across the terminal, carparks, and wider property portfolio.Replacement of exterior lighting with LED: Commencing in FY24, the transitioning of external lighting towers from sodium-based lights to LED systems. Includes replacing some external lighting poles.	\$1.0 million
The ongoing maintenance and strengthening of all marine protection structures to ensure the integrity of the airfield platform and instrument landing systems are preserved. This includes increasing resilience against seismic events, climate change, sea level rise, and the increasing frequency and intensity of storms. This also includes work to progress the replacement.	\$5.1 million

Key Short Term Initiative Description	FY26 forecast spend
Annual sustainability reporting and continuation of initiatives in FY25.	\$2.7 million
Reduction of ground transport fuel use through replacement of the vehicle fleet with low emissions alternatives.	\$0.1 million
The ongoing maintenance and strengthening of all marine protection structures to ensure the integrity of the airfield platform and instrument landing systems are preserved. This includes increasing resilience against seismic events, climate change, sea level rise, and the increasing frequency and intensity of storms. This also includes work to progress the renewal.	\$2.3 million
Fixed Electrical Ground Power and Pre-Conditioned Air can significantly minimise reliance on Auxiliary Power Unit (APU) usage, by using electricity to supply aircraft systems and air to the aircraft cabin when their engines are shut down. This ensures that critical onboard systems can operated without relying on APU usage and associated jet fuel consumption.	\$0.5 million




Key Short Term Initiative Description	Estimated spend FY27 – 29
<ul style="list-style-type: none">Terminal decarbonisation: Elimination of natural gas usage, through replacing the main terminal boiler system as well as the hotel’s domestic hot water system with energy efficient alternatives. The main terminal boiler system is based on a heat pump system and anticipated to have high efficiency, reduce operational costs, and eliminate reliance on natural gas to reduce Scope 1 emissions.Upgrade to Building Management System (BMS).Chiller upgrade: Key solution for mitigating emissions associated with chiller refrigerant leakage is replacing the chillers or replacing existing high global warming potential (GWP) refrigerants, such as R22, R134A and R410A, with charging agents that yield lower GWPs.	\$22.7 million
Fixed Electrical Ground Power and Pre-Conditioned Air (FEGPs and PCA) can significantly minimise reliance on APU usage, by using electricity to supply aircraft systems and air to the aircraft cabin when their engines are shut down. This ensures that critical onboard systems can operated without relying on APU usage and associated jet fuel consumption.	\$6.6 million
The ongoing maintenance and strengthening of all marine protection structures to ensure the integrity of the airfield platform and instrument landing systems are preserved. This includes increasing resilience against seismic events, climate change, sea level rise, and the increasing frequency and intensity of storms. This also includes work to progress the replacement.	\$30.2 million
Other smaller projects related to climate resilience, emission reductions, and general sustainability initiatives.	\$6.9 million

Note: The spend detailed is mostly capital expenditure and is not an exhaustive list of spend on sustainability related projects at Wellington Airport (such as the community garden). This also does not include sustainability related spend included as part of a project.




Note: Estimated spend is based on projected figures and is subject to airline pricing consultation.

Appendix B

Wellington Airport climate scenarios

Categories	 Orderly scenario	 Disorderly scenario	 Hot House World
Narrative	<p>In this scenario, strong and immediate climate change action is taken in the mid-2020s. A large- scale transition away from fossil fuel energy sources, moderate deployment of carbon dioxide removal and rapid advances in technology enables New Zealand to stay within the carbon budgets estimated to provide a strong probability of limiting global warming to 1.5 degrees by 2050.</p> <p>Co-benefits of decarbonisation are realised with a broader emphasis on wellbeing within economic development. Companies that prioritise circular thinking and have robust biodiversity strategies are thriving. Local community and iwi are involved in transparent, strategic decision making. Wellington Airport retains its social license to operate.</p> <p>Coordinated decarbonisation of the aviation sector support economic development. Infrastructure for new aircraft technology is well integrated into master planning which allows for operational efficiencies.</p> <p>Wellington Airport is a key node/hub in a well-established low carbon rapid transit network, allowing for expansion of other service offerings with more visitors. AI allows for flexible route optimisation across travel modes, active demand management.</p>	<p>A disorderly transition scenario assumes countries or territories recover from Covid-19 and subsequent economic recession using fossil-fuel heavy policies, so emissions increase. Wellington Airport struggles with social license to operate with aviation emissions increasing to 2030’s.</p> <p>Decisive climate action is delayed until 2030’s, thus requiring strong, rapid action to limit warming to 2°C. This leaves less time for New Zealand to achieve Net Zero Emissions by 2050. A faster and less organised transition leads to high social and economic disruption. The climate action is primarily driven by Government policy intervention. Carbon reductions are prioritised meaning other sustainability targets take a back seat (noise, waste, water and energy efficiency). Climate litigation is an increasing threat until 2040’s.</p> <p>Rapid change in the early 2030's requires a swift response to technology adoption, resulting in prioritisation of new infrastructure that is not effectively integrated into master planning, or well-coordinated within the aviation industry. The transition is rushed and lack of preparation or alignment with master planning makes it costly to Wellington Airport. From 2040, Wellington Airport prioritises efforts to decarbonise its aeronautical business as a response to Government intervention and litigation, requiring its commercial business to take a back seat. Changes to infrastructure for the land transport transition is highly reactive and costly.</p>	<p>Emissions continue to rise unabated as no additional climate change policies are introduced. Fossil fuel use continues to increase, global CO₂-e emissions continue to rise, and global warming is expected to reach 2.5°C by 2050. Physical impacts from climate change are severe resulting in increased climate-related migration.</p> <p>Increasing frequency and severity of climate-events mean Wellington Airport and other companies take a reactive approach to adaptation with frequent operational disruption consequences. There are increasing resilience issues with the land transport network causing frequent access delays for passengers and staff.</p> <p>Energy supply reliability is low which results in an Individualistic approach to energy security, with those who have space and capital expenditure for energy generation being more resilient. Wellington Airport diesel generator use, and LPG use increases with high costs. Insurance becomes difficult to obtain by 2040 and self-insurance for funding buffers are common.</p> <p>Aviation is increasingly expensive and unreliable, due to progressively higher demand for fossil fuels and more frequent disruption by physical impacts; VR and AR is becoming popular to connect instead of travel. Providing safe working conditions for operational staff becomes more challenging with highly variable climate conditions. AFS operations are difficult and strained due to the physical impacts of climate change.</p>
Government policy	<p>Coordinated climate leadership and policy from Government gives local authority, business and investors certainty to make coordinated investment decisions. For example: grants or Government co-funding opportunities for domestic SAF production.</p>	<p>From 2035, the rush to create policy to rapidly reduce emissions results in a lack of cohesion and connection across policy settings. Disruptive policy with a strong reliance on exotic forestry to offset carbon is the norm. Poorly planned but rapid electrification leads to blackouts and high energy costs, making transport and electricity expensive.</p> <p>Costs have risen due to a high emissions price and restrictive trade rules, and there is a lack of Government financial support for the aviation sector. There are restrictions on air travel (frequent flyer levy and/or cap on aircraft movements).</p>	<p>Climate policy remains similar to at present. New policy focuses on adaptation to enable economic development, not mitigation.</p> <p>Globally, there is no climate policy ambition. New Zealand has made a small effort to reduce emissions.</p>
Aircraft technology	<p>Due to a coordinated and safe implementation, autonomous aircraft are more common.</p> <p>Electric aircraft introduced on <200km sectors from 2028.</p> <p>Electric aircraft on <400km sectors from 2030.</p> <p>Hydrogen technology for long haul flights from 2040.</p> <p>SAF produced domestically, being available for use for aviation from 2030.</p> <p>SAF to represent 80 – 90% of aviation fuel use in 2050, reducing aviation emissions by 62%.</p>	<p>Technology transition significantly delayed.</p> <p>Airlines are mostly reliant on expensive international SAF supply with competition from other sectors. Domestic SAF production is prioritised from late 2030s.</p> <p>No significant commercial electric aircraft until 2035.</p> <p>No hydrogen until 2040.</p> <p>SAF produced domestically, being available for use for aviation from 2040, but costs are very high.</p>	<p>Fuel security (Jet A1 and alternative fuels/electricity) is uncertain which is the main driver for diversifying the fleet.</p> <p>Government prioritises domestically produced SAF from 2050 as a reaction to fuel security issues. SAF produced domestically, being available for use for aviation from 2050, but costs are very high, and industry competes with food production.</p> <p>No significant commercial electric aircraft until 2040.</p> <p>No hydrogen until 2050.</p> <p>Jet A1 still primarily used for domestic and international as aircraft transition decisions are dominated by cost.</p>

Note: Wellington Airport climate scenarios were developed in 2024, so data reflects this time.

Categories	 Orderly scenario			 Disorderly scenario			 Hot House World		
2050 transition related indicators	Carbon price NZ \$/tCO ₂ -e	NZ population	GDP growth (% difference from baseline)	Carbon price NZ \$/tCO ₂ -e	NZ population	GDP growth (% difference from baseline)	Carbon price NZ \$/tCO ₂ -e	NZ population	GDP growth (% difference from baseline)
	309	6,200,000	0.1%	411	6,500,000	-1.5%	206	6,900,000	-2.7%
2050 physical climate indicators (for Wellington)	Average temp	No. hot days	Sea level rise	Average temp	No. hot days	Sea level rise	Average temp	No. hot days	Sea level rise
	+1.0°C	5	0.27m	+1.2°C	6.7	0.3m	+1.4°C	8.4	0.31m

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Sources used to develop Wellington Airport’s climate scenarios:

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Photo by Lucas Rongo

