Greenhouse Gas Inventory Report FY26

Cover photo by Jess Dougherty

Executive summary

This document is the annual greenhouse gas (GHG) emissions inventory for Wellington International Airport Ltd (Wellington Airport). It covers GHG emissions in the financial year 1 April 2025 to 31 March 2026 (FY26).

Wellington Airport's total emissions for FY26 were 252,817 tonnes of carbon-dioxide equivalent (tCO_2-e) using a location-based approach, and 252,035 tCO_2-e using a market-based approach.* Scope 1 and Scope 2 emissions (those which are a direct result of Wellington Airport operations) accounted for 1,182 tCO_2-e using a location-based approach, and 400 tCO_2-e using a market-based approach. Aircraft full-flight emissions (those that arise from aircraft leaving Wellington Airport) accounted for the vast majority of emissions at 216,656 tCO_2-e.

Intent on providing transparent, high quality GHG reporting, Wellington Airport has prepared this report in accordance with the Airport Carbon Accreditation (ACA) Level 4+ requirements. It has been measured in accordance with *Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (2004)* (GHG Protocol) and the *Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Accounting and Reporting Standard (2011)* (GHG Protocol: Scope 3) standards.

These emissions were verified by McHugh & Shaw to reasonable assurance for Scope 1 and Scope 2 emissions and limited assurance for Scope 3 emissions. The assurance report has been attached to the end of this document.

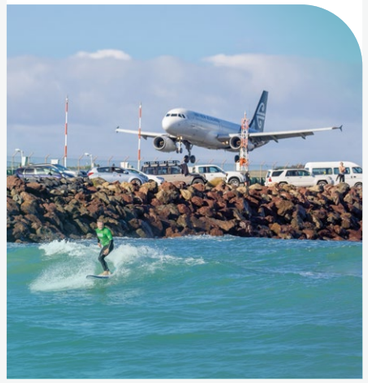
In accordance with the above documentation, this document discloses all of Wellington Airport's material Scope 1, Scope 2, and Scope 3 GHG emissions. This document also details the calculation and reporting methodology, activity data, reasons for excluded data, assumptions, limitations, and estimations methodology. Furthermore, it serves as a crucial measurement of our progress towards our 2030 Net Zero target.

The ACA accreditation process requires airports to measure and disclose their GHG emissions to varying degrees, depending on the level being accredited for.

Wellington Airport has measured and disclosed its emissions to achieve Level 4+ certification previously and this is its third GHG inventory report.

This inventory has been prepared with the best available information, but there is inherent uncertainty of GHG quantification due to incomplete scientific knowledge.

*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. See glossary on page 32 for a more detailed description.



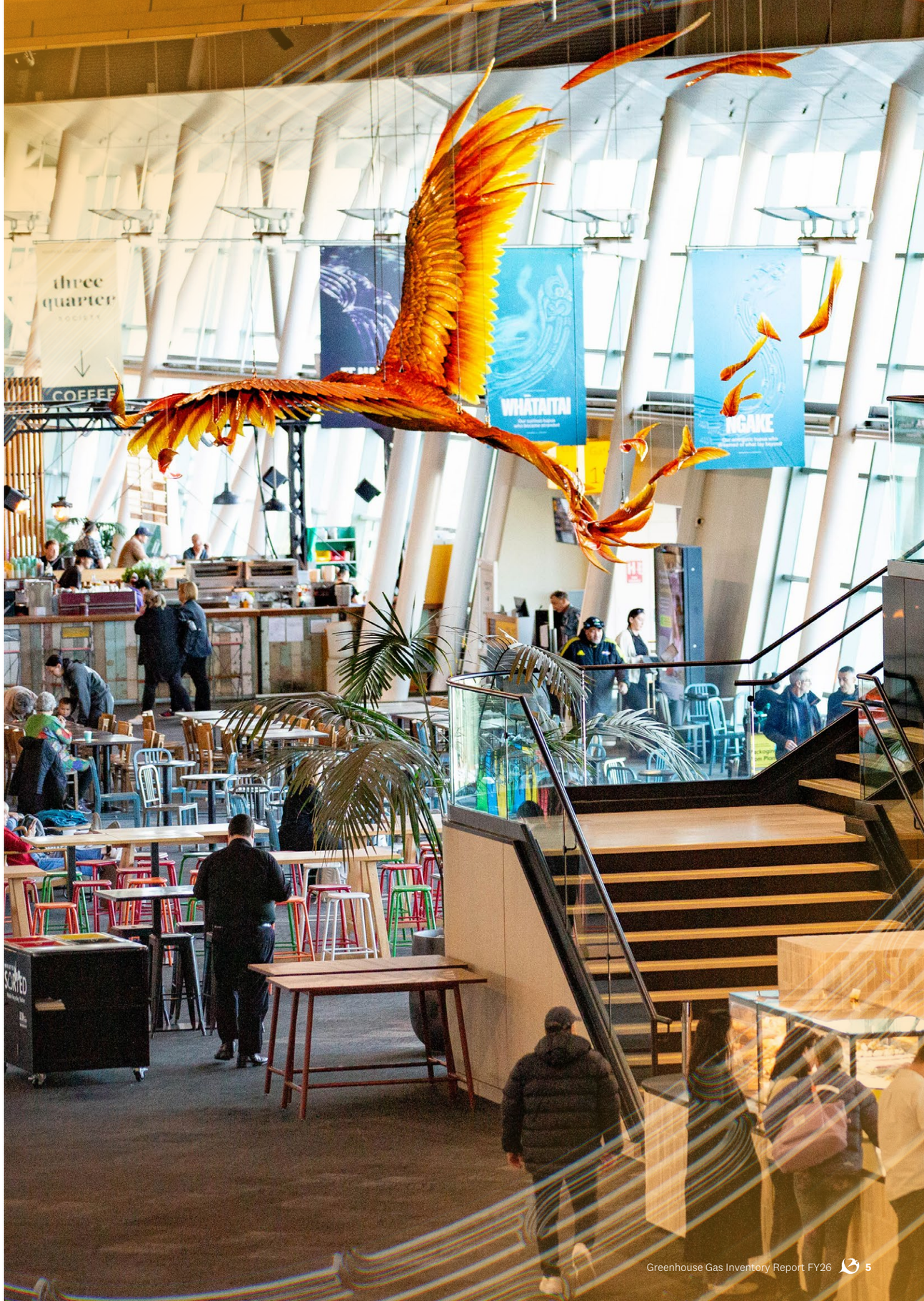
GHG emissions summary

Emissions data for Wellington Airport's GHG emissions in FY26 is summarised below.

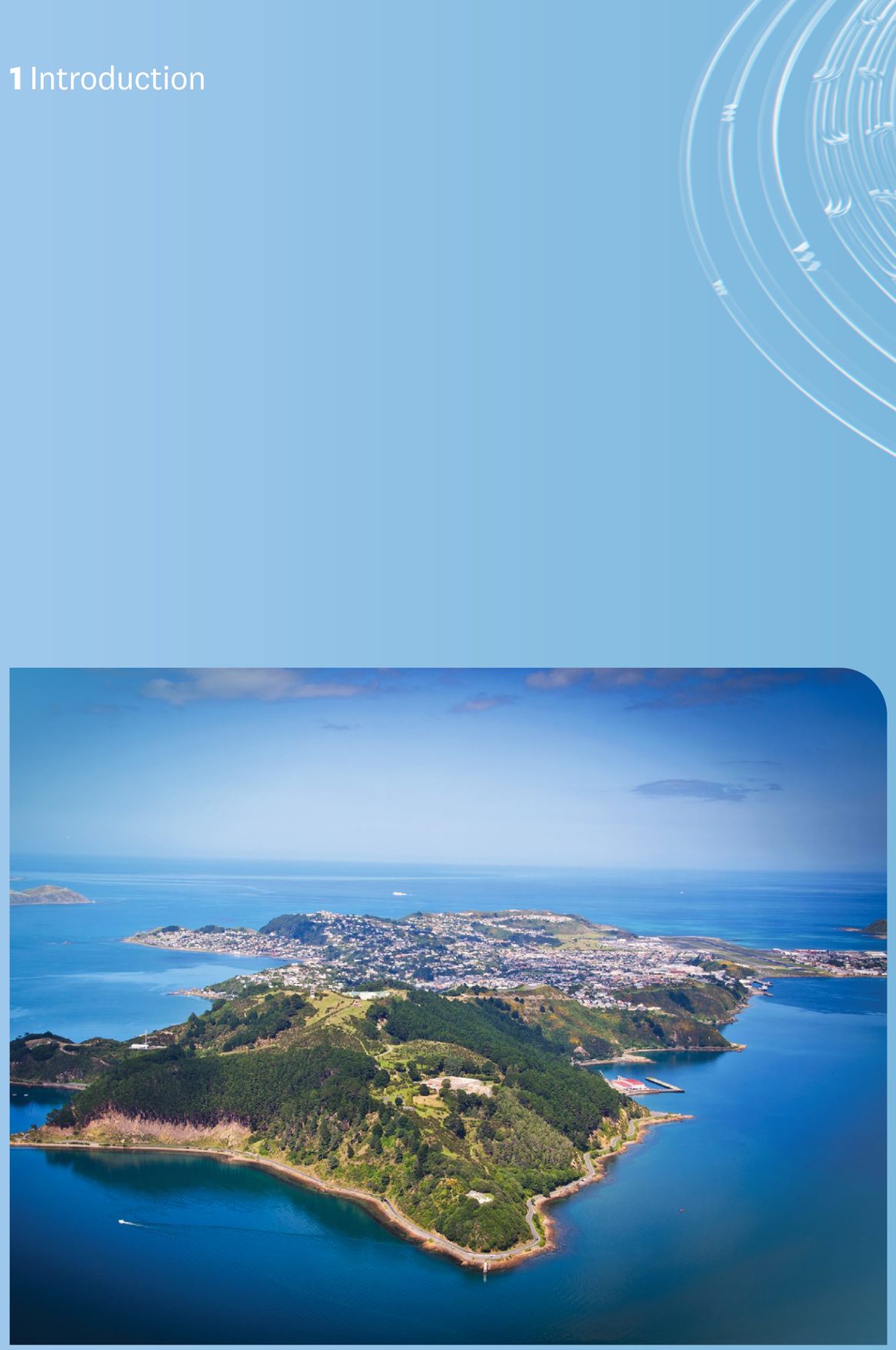
Table 1 shows the GHG emissions broken down by category, as defined in the GHG Protocol. Full results are in section 4.

Table 1. GHG emissions by category (tCO_2-e)

Emission source	tCO_2-e (location-based)	tCO_2-e (market-based)
Scope 1: Natural gas and AGL generators	333	333
Scope 1: Airport vehicles and LPG	65	65
Scope 1: Refrigerants	2	2
Scope 2: Purchased electricity	782	0
Scope 3, Category 1: Purchased goods and services	2,939	2,939
Scope 3, Category 2: Capital goods	2,776	2,776
Scope 3, Category 3: Fuel and energy related activities	86	86
Scope 3, Category 4: Upstream transportation and distribution	411	411
Scope 3, Category 5: Waste generated in operations	122	122
Scope 3, Category 6: Business travel	153	153
Scope 3, Category 7: Employee commuting / working from home	179	179
Scope 3, Category 11: Use of sold products	243,390	243,390
Scope 3, Category 13: Downstream leased assets	1,271	1,271
Scope 3, Category 15: Investments	309	309
Total	**252,817**	**252,035**



1 Introduction



Wellington Airport's new Fire Station

1.1 Statement of intent

Wellington Airport is committed to preparing transparent and consistent carbon accounting and reporting in line with global best practice. Therefore, Wellington Airport's GHG inventory has been prepared in accordance with the requirements of the GHG Protocol to be a fit for purpose, transparent, and comprehensive document.

1.2 Purpose of this document

This report is the annual GHG emissions inventory report for Wellington Airport. The inventory is a complete and accurate quantification of the amount of GHG emissions that can be directly attributed to Wellington Airport's operations within the declared boundary and scope for the specified reporting period.

The inventory has two key purposes:

1. Wellington Airport was certified by an ACA approved verifier as Level 4+ in FY24. The ACA programme is a global carbon management certification programme for airports, with the goal of assessing and recognising the emissions tracking and reduction efforts of airports. There are seven levels of certification and Wellington Airport currently sits at Level 4+, one level below the highest level, Level 5. This report has been provided to support the maintenance of Wellington Airport's Level 4+ certification.
2. Beyond adherence to standards and accreditation requirements, this report serves to transparently disclose Wellington Airport's GHG emissions and progress against its reduction targets. The purpose of this practice is to allow key stakeholders and interested parties to be informed about the impact of Wellington Airport operations on the climate and environment. Actions Wellington Airport is taking to reduce this impact will be summarised in its 2026 Kaitiakitanga Report.

1.3 Intended uses and users

In line with this report's purpose, there are several intended uses and users of this report.

Intended uses:

- Meet accreditation and disclosure requirements under the ACA.
- Provide the public, staff, investors, and customers with confidence that Wellington Airport is accurately quantifying the amount of GHG emissions directly attributed to Wellington Airport's operations within the declared boundary and scope for the specified reporting period.

Intended users:

- Wellington Airport shareholders, staff, and executive leadership.
- Government, local government and commercial stakeholders.
- Interested members of the public.

1.4 Persons responsible and quality control

Wellington Airport's GHG Inventory Report is prepared annually by the Sustainability Manager. Emissions calculations are reviewed by the Financial Accountant. The report has been reviewed by the Board.

2 Description of Wellington International Airport

Figure 1. Wellington Airport-owned property, showing the indicative boundary at May 2026

Note: Due to dataset and software limitations, the boundary does not include all Wellington Airport-owned property.

2.1 Physical description

Wellington International Airport is located about 5km southeast of Wellington CBD. It is situated on the isthmus that connects the Miramar peninsula to the rest of Wellington. It is flanked by the Cook Strait to the south and Wellington harbour to the north. The airport is geographically very small relative to its operations and passenger numbers (around five million passengers per year and growing). Wellington Airport is the third largest airport in New Zealand by passenger traffic and is the major node of connection to the domestic and international air travel network for the Wellington Region.

In serving this purpose, Wellington Airport is responsible for the following critical physical infrastructure:

- Operation of an extensive terminal complex on the eastern section of the airport campus.
- Operation of a single Instrument Landing System capable runway.
- Operation of an on-site car parking complex.
- Maintenance of a Facilities Hub office located south on the eastern side of the airport site on freight drive.
- An Airport Fire Service station west of the runway, near the hangars on Western Apron.
- Airfield ground lighting and the associated generators that serve as backup power for the lighting.

Wellington Airport also owns a number of properties that are leased to commercial and residential tenants. This includes businesses located at the Airport Retail Park in Lyall Bay, several buildings at Lyall Bay Junction, a café which borders the airport's western apron, and several other off-site commercial buildings located at sites close to the airport. The portfolio also includes residential housing, consisting of around 32 non-vacant residential properties which are externally managed by a property management company. The property management company has operational control for instructing any maintenance or building works required.

2.2 Organisational boundary

The organisational boundary of a GHG inventory determines which aspects of the organisation are included within the GHG inventory. The GHG Protocol allows two distinct approaches to consolidate GHG emissions: equity share and control (financial or operational). Wellington Airport uses an operational control consolidation approach to account for emissions. Under the definition of operational control, as defined by the GHG Protocol, Wellington Airport will take responsibility for emissions from all activities it has the full authority to introduce and implement its operating policies over the operation.

Wellington Airport has four wholly owned subsidiary companies it has considered when defining the organisational boundary.

- 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. Noahs Hotels is wholly owned by EVT limited group. As such, the hotel is considered outside Wellington Airport's operational control and so only its electricity and natural gas usage will be reported in Scope 3, Category 13: Downstream leased assets, alongside Wellington Airport's other tenants. However, due to its close relationship with the hotel operator and its ability to enact change to the hotel structure, Wellington Airport considers these Scope 3 emissions, high priority.
- 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. Emissions from these activities are reported under Wellington Airport's Scope 3, Category 1: Purchased goods and services, as the activities are outside Wellington Airport's operational control.
- Meitaki Limited is a captive insurance company incorporated in the Cook Islands. As a result, Wellington Airport comprises a Group for financial reporting purposes and is required to prepare a consolidated report. For the purposes of emissions accounting, there are two components to its footprint: a small amount of business travel, consisting largely of a few business travel flights per year, and the investments Meitaki Limited makes with Milford Asset Management. This is incorporated into Wellington Airport's operational footprint.
- Jean Batten Street Limited is a company acquired by Wellington Airport, purely for the purposes of taking ownership of property on Jean Batten Street. It is outside Wellington Airport's operational control, so the properties fall within Wellington Airport's wider tenant emissions – Scope 3, Category 13: Downstream leased assets.

2.3 Boundary exclusions

No boundary exclusions were noted for FY26.

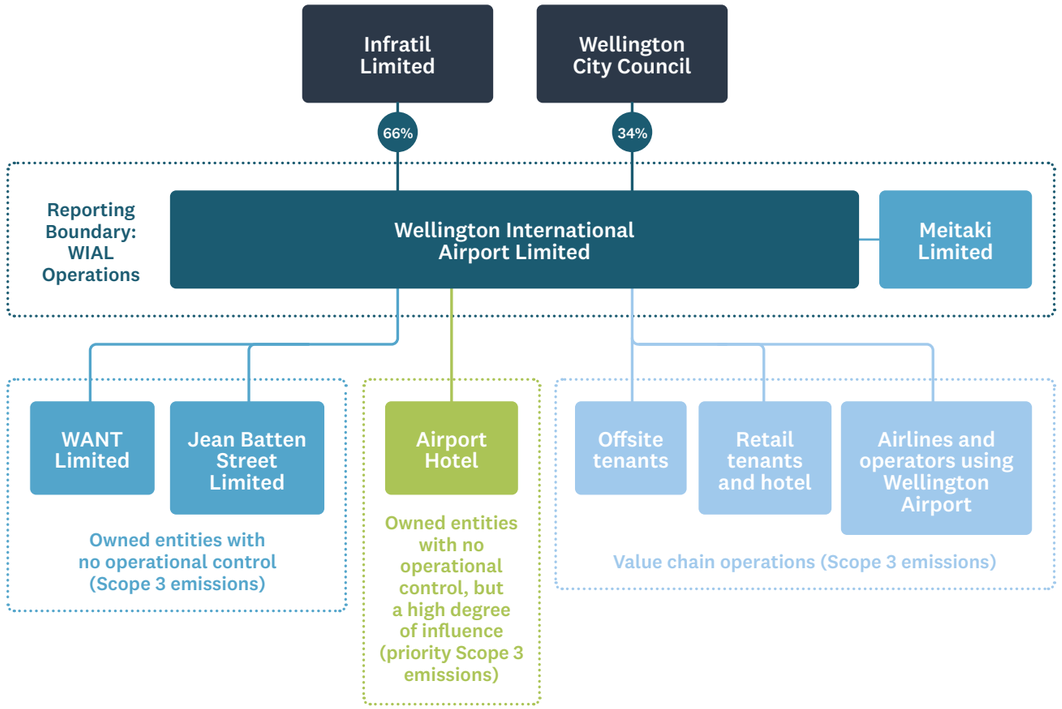


Figure 2. Reporting boundary chosen for accounting for Wellington Airport's emissions profile

2.4 Base year selection

Wellington Airport's base-year for GHG emissions tracking, against which it sets most of its targets is FY17 (1 April 2016 to 31 March 2017). This year was chosen because it was the most recent and comprehensive set of emissions data at the time the baseline was set. This is in line with the ACA guidelines which state "...it is recommended to choose the most recent year for which the most data is available...". The FY17 GHG inventory report by Beca provides a relevant set of data to compare for future years. Additionally, FY17 represents an accurate baseline for airport operations, as it was before any disruptions caused by the Covid-19 pandemic.

For many of Wellington Airport's Scope 3 emissions activities, FY24 is the first year in which these emissions have been measured. Therefore, FY24 will serve as the baseline year for Scope 3 emissions targets, which Wellington Airport is still in the process of developing.

2.5 Recalculating emissions for a period

There are certain situations in which Wellington Airport may need to recalculate emissions for a particular reporting period or its base year.

Wellington Airport aligns with the ACA standards recalculation policy, which is derived from the GHG Protocol. Any mergers, acquisitions, or divestments that are not considered a standard contraction or expansion of Wellington Airport operations, may trigger a recalculation in order to maintain parity in comparisons from year to year. Additionally, should any significant changes in emissions factors, calculation methodologies, or errors come to light, a recalculation may occur.

The materiality threshold Wellington Airport applies to changes that will trigger a recalculation, is 5%. In other words, if any of the above conditions occur that result in an emissions estimation change of 5% or more for a particular period, Wellington Airport will recalculate the period. Wellington Airport may choose to recalculate a period for a change of less than 5% in certain circumstances.

In FY26, Wellington Airport took over operation of the airfield ground lighting from Airways. Emissions associated with this asset, are from electricity (the lights themselves) and diesel (generators). This comprises about a 2% increase in Wellington Airport's operational emissions, i.e. Scope 1 and Scope 2 emissions. Additionally, due to the purchase of renewable energy certificates, the net impact of these new emissions, is around 0.5%. As such, Wellington Airport will not recalculate its baseline year emissions to account for these emissions as the impact is not material.

3 Methodology

A comprehensive view of our GHG calculation methodology can be found in our Basis of Preparation Document. As this document contains sensitive information, it can be made available upon request on a case-by-case basis.

3.1 Accreditation and required reporting

The main body that governs how Wellington Airport reports its annual GHG emissions, is the ACA.

The ACA is an international accreditation body for airports. It was developed and launched in Europe by Airports Council International (ACI) Europe in 2009. As of late 2014, ACA had expanded worldwide to all ACI regions. It is the only voluntary global carbon management standard for airports.

The aim of ACA is to encourage and enable airports to implement best practices in carbon management and achieve emissions reductions. Accreditation provides the opportunity for airports to gain public recognition for their achievements, promotes efficiency improvements, encourages knowledge transfer, raises an airport's profile and credibility, encourages standardisation, and increases awareness and specialisation.

Airports can be accredited to one of seven levels, each of which requires airports to have more comprehensive carbon measurement, reduction, and offsetting systems than the previous. Wellington Airport is currently accredited at Level 4+, which is known as "Transition", indicating Wellington Airport has been shown to be transforming airport operations and those of its business partners to achieve absolute emissions reductions, while also compensating for residual emissions with reliable offsets.

Locky Dock bike parking at Wellington Airport

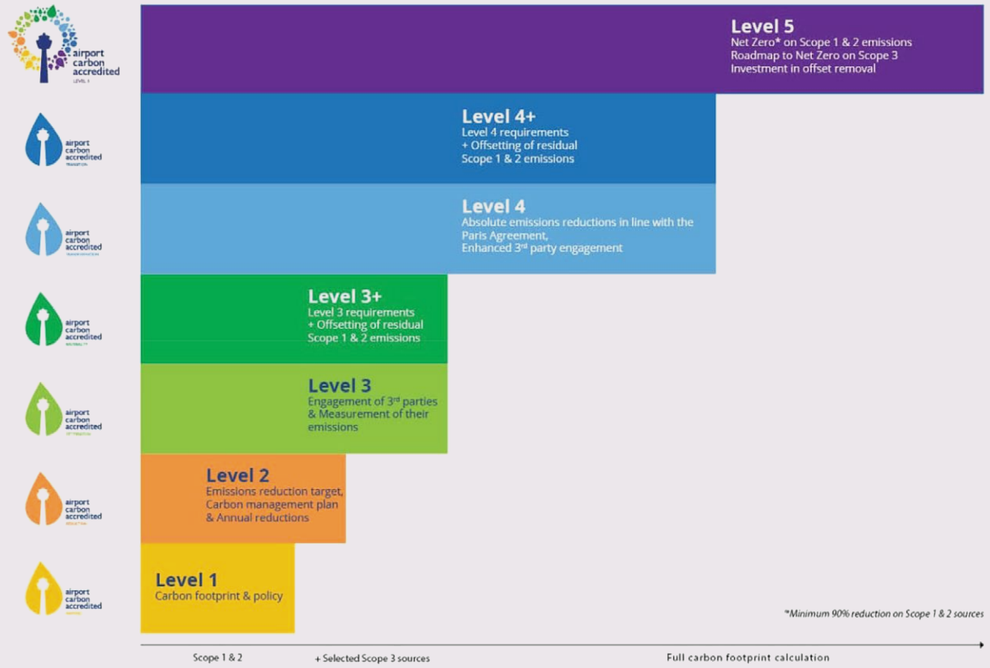


Figure 3: Main requirements for different levels of ACA

3.2 Materiality

Wellington Airport has used the ACA standards as a guide when it comes to prioritising and disclosing emission sources. ACA is specifically designed to help airports disclose their most important emissions first, with the aim of transitioning to disclosing all emissions that fall within their operational boundary, as they go up the levels of accreditation.

This approach is important, as for most airports the vast majority of emissions within their complete emissions profile will be emissions from airlines landing and taking off at the airport. In many cases, this could be more than of 90% of total emissions. The result makes determining materiality from a quantitative perspective very difficult. Most reasonable materiality thresholds could result in all except airline flight emissions being deemed immaterial.

As such, the ACA standards provide a logical progression of emission source inclusions that stem more from a qualitative perspective than strictly quantitative. They start with the airport's direct operations, then expand to include commonly disclosed value chain emissions that airports are likely to have a greater degree of control over, and finally look to disclose all emissions that can be reasonably assumed to adhere to the concept of completeness for an airport.

Wellington Airport follows the ACA standards when it comes to determining materiality. It also makes its own value judgements when considering the principles of relevance, completeness, consistency, transparency, and accuracy, which are laid out in the GHG Protocol.

It is worth noting that the question of materiality with regards to emission inclusions within this report is different to the question of material change that will result in a recalculation as defined in Section 2.5.

3.3 GHG emissions source inclusions and Scope definitions

The ACA standards offer guidance with emission source identification and inclusion, based on which level of accreditation is being sought. Ultimately, the identification process is derived from the GHG Protocol, utilising the Scopes and Categories defined there. The ACA then elaborates on what airport-specific emission sources are typically found under each of these Scopes and Categories. Below is a diagram of a typical airport and the emission sources usually found as part of its operations.

Only the direct emissions of sources (and purchased electricity) not under the operational control of the reporting organisation are included in Scope 3. In other words, "Scope 3 of Scope 3 sources" are not required to be reported but can voluntarily be reported if deemed appropriate.

The table below shows which emission sources are included as part of this GHG inventory. More details on these emission sources and how data is obtained can be found in Wellington Airport's Basis of Preparation document.

Figure 4: Typical emission sources and their scopes

Table 2. Individual emission sources included within the inventory, listed by scope and category

Scope and category	Wellington Airport emission source	Emission source description
Scope 1	Natural gas	Natural gas is currently used throughout the terminal for heating and cooling as part of its operations. Tenant emissions from natural gas use are reported under Scope 3, Category 13.
Scope 1	Mobile fuel combustion: Airport vehicles	Wellington Airport owns and operates some vehicles at the airport precinct. Though many have already been electrified, there are still some vehicles that use petrol or diesel. Additionally, there is some minor diesel usage for testing backup generators, which is captured on the same fuel card as mobile combustion and not delineated from other mobile combustion usage. There is also a small amount of LPG used under this category for barbeques.
Scope 1	Stationary fuel combustion: AGL generators	As described in section 2.5, Wellington Airport took ownership of the airfield ground lighting (AGL) in March 2025, with operations fully shifting to Wellington Airport in April. Associated with this, are two diesel backup power generators which run periodically throughout the year. The diesel used in these generators is reported under Wellington Airport's Scope 1 emissions.
Scope 1	Refrigerants	Wellington Airport requires refrigerants for its cooling systems. Over time, these refrigerants can slowly leak and require topping up. Wellington Airport reports on these top-up amounts within the year that the top-up occurred.
Scope 1	Fire training	Wellington Airport is also required to report on emissions from fire-services training, such as the use of CO_2 extinguishers. The Wellington Airport Fire Service doesn't use live extinguishers for training; instead using a digital, training extinguisher which emits no emissions. There has been no live extinguisher use in FY26.
Scope 2	Purchased electricity	Purchased electricity is used throughout Wellington Airport facilities for direct Wellington Airport operations. Tenant emissions from purchased electricity usage are reported in Scope 3, Category 13.

Scope and category	Wellington Airport emission source	Emission source description
Scope 3, Category 1	Purchased goods and services	There are several purchased goods and services Wellington Airport reports on within its emissions profile: • Water: Wellington Airport uses potable water throughout its buildings. It reports on emissions associated with the treatment and supply of water to its buildings. • General spending: To disclose as much of its emissions profile as possible, Wellington Airport has also looked at its operational expenses and assigned emissions factors to these dollar values. They include all kinds of services and products, from legal services to cleaning products. • WANT: Wellington Airport contracts out the completion of work as part of its air-noise treatment programme. The amount spent on this programme is allocated to an appropriate spend-based emission factors for contracting works.
Scope 3, Category 2	Capital goods	There have been several large capital projects Wellington Airport has undertaken in FY26 (e.g. building of a new Airport Fire Station and installation of EMAS on the runway) as well as ongoing maintenance projects. Emissions from these projects are broken down into the following: • Fuel used in construction: The fuel used in these projects are part of the construction service, and thus reported within the emissions profile. • Electricity used in construction: As above, the electricity used in construction of these projects is reported. • Embodied carbon of material use: All materials used and installed as part of permanent fixtures of new airport infrastructure have had their embodied carbon calculated and included within the inventory. • In some instances, fuel used for transportation of materials to site, is also included in this emission set.
Scope 3, Category 3	Fuel and energy related activities	This category covers the upstream emissions that are a result of Wellington Airport's fuel, natural gas, and purchased electricity. These emissions are: • Transmission and distribution losses from electricity usage. • Transmission and distribution losses from natural gas usage. • Well-to-tank emissions from fuel used in airport vehicles (Scope 1 only).
Scope 3, Category 4	Upstream transportation and distribution	This category covers fuel used in the transportation of materials to site for construction projects. In some instances, these emissions are captured under Category 2, when the transportation emissions are built into the material emissions.
Scope 3, Category 5	Waste generated in operations	Waste is generated by Wellington Airport's operations, as well as by tenants and customers throughout the terminal. This category covers all waste generated at the Wellington Airport terminal that is sent to landfill. Only waste to landfill is included for the purposes of the carbon inventory. Emissions from other waste streams are not included within this inventory. Wastewater is generated throughout Wellington Airport's buildings. Emissions from the treatment of this wastewater are included within the profile.
Scope 3, Category 6	Business travel	As part of its business operations, Wellington Airport sometimes requires its staff to travel off-site. This category captures the emissions resulting from this travel, from flights, taxis, and Ubers. Miscellaneous travel spending not captured by the above activities has been included by using a spend-based factor. Wellington Airport also wholly owns Meitaki Ltd., which undertakes a small amount of business travel annually.
Scope 3, Category 7	Employee commuting	Wellington Airport captures emissions from its staff commuting to work at Wellington Airport, by way of conducting a survey. Emissions that arise from staff working from home (heating, electricity usage, etc), are estimated and captured based on the number of "employee workdays".
Scope 3, Category 11	Use of sold products	The ACA definition of an airport's "product sold" is the infrastructure and service (runways, stands, parking, etc.) that third parties can use for the purpose of air travel. Therefore, there are four major emission sources relevant to Wellington Airport that arise from this category: • Aircraft one-way full flight emissions, the emissions from aircraft flying from Wellington Airport to their destination airport. One-way full flight emissions are a development from "landing and take-off cycle" emissions and are required to be reported under higher ACA levels (four and up). Because Wellington Airport uses fuel uplifted at the airport to estimate these emissions, all other aircraft activities that use fuel on the ground will also be captured. • Scope 1 emissions from fuel, refrigerant, and de-icing use of tenants and partners of Wellington Airport, such as airline ground vehicles. • Surface access traffic from airport visitors, passengers, and tenants (land-based travel to / from the terminal). This data is gathered via a travel survey conducted by Angus and Associates. The data can then be extrapolated, based on the number of passengers passing through Wellington Airport annually. Emissions are calculated based on vehicle type and average distances to / from destination / origin suburbs. • Emissions from tenant freight to and from the airport have been estimated based on truck / van movements.
Scope 3, Category 13	Downstream use of leased assets	This category includes the electricity, natural gas, and refrigerant use of Wellington Airport's tenants (including the hotel operated by Whare Manaakitanga Limited). This includes commercial tenants within the terminal, the wider airport premises, the Airport Retail Park, other off-site tenants, and residential tenants.
Scope 3, Category 15	Investments	Meitaki Limited is Wellington Airport's wholly owned captive insurance subsidiary. Accumulated funds are invested in a diversified portfolio, managed by Milford Asset Management. Milford Asset Management calculate the emissions for all of their funds and the Scope 1 and Scope 2 emissions associated with these investments are apportioned to Wellington Airport, based on how many units Wellington Airport holds for each fund.

3.4 GHG emissions source exclusions

Wellington Airport is committed to measuring and disclosing the full breadth of its GHG emissions sources so that appropriate reduction actions can be taken. For this year's carbon inventory report, the following emission sources have been excluded with supporting reasons.

3.5 Rounding

Many emissions calculations result in an amount of tCO_2-e that isn't a whole number. In these instances, standard rounding (0.50 or higher is rounded up, less than 0.50 is rounded down) is used so as to report figures to the nearest whole number. If the figure is less than 1, then two decimal places are reported. If the figure is less than 0.01 after rounding, then it will be reported as <0.01.

Table 3. GHG Inventory exclusions and reasoning

Scope and Category	Emission Source	Reason for Exclusion
Scope 1	Welding gases used in workshop	Quantity used is *de minimis*.
Scope 3, Category 5	Waste generated in operations	Emissions from other waste streams that aren't waste-to-landfill, such as recycling process emissions, are not included within this inventory, as emissions factors are highly specific to a facility and are currently unavailable. These are assumed to be immaterial. Additionally, construction and demolition waste is not included, as this is considered a Scope 3 of Scope 3.
Scope 3, Category 8	Upstream leased assets	Not applicable.
Scope 3, Category 9	Downstream transportation and distribution	Not applicable.
Scope 3, Category 10	Processing of sold products	Not applicable.
Scope 3, Category 11	Use of sold products	CO_2 cylinders used by food and beverage retailers are excluded. Data is difficult to obtain and potential emissions considered immaterial.
Scope 3, Category 12	End of life treatment of sold products	Not applicable.
Scope 3, Category 13	Downstream leased assets	Some refrigerant usage by offsite tenants, such as those at the Airport Retail Park is not included, due to a lack of available data. These are assumed to be immaterial.
Scope 3, Category 14	Franchises	Not applicable.

Some produce grown at the Wellington Airport Community Garden

3.6 Data collection and uncertainties

The table below provides detail of how data was collected for each GHG emissions source, the source of the data, and an explanation of any uncertainties or assumptions. The table also includes a column containing an approximate percentage of the emissions calculated using data obtained from suppliers or other value chain partners (Scope 3 only), with the remaining percentage being emissions based on estimated data. This inventory has been prepared with the best available information, but there is inherent uncertainty of GHG quantification due to incomplete scientific knowledge.

Table 4. Uncertainties, assumptions, and data quality of all data sources

Scope and category	Emission source	Activity data unit and provider	Assumptions, uncertainties, comments	Data quality	Supplier provided data percentage
Scope 1	Natural gas	(GJ) Genesis	All data obtained has come from Genesis invoices. Measurements are received in gigajoules (GJ). This does not include transmission and distribution losses, which are reported in Scope 3.	This data is directly measured so it is considered to be of a high quality.	
Scope 1	Mobile combustion and LPG	(L/kg) Z Energy	All data obtained comes from Z Energy and are direct measurements of fuel consumption by fuel type.	This data is directly measured so it is considered to be of a high quality.	
Scope 1	Stationary combustion in airfield ground lighting generators	(L) Estimated	Diesel used by the backup generators for the airfield ground lighting is stored in two large 2,000L tanks. These tanks have alarms set at certain thresholds, which will trigger when the volume of diesel goes below this threshold. The first alarm is at the 80% remaining mark and this has not triggered in FY26. Therefore, a conservative estimate of 19% of total diesel used, was taken to estimate total usage, so 760L.	This data is estimated based on a known upper usage limit, so is considered to be of a reasonable quality.	
Scope 1	Refrigerants (fugitive emissions)	(kg) Aquaheat	Wellington Airport uses the “top-up” method, reporting emissions as systems are topped up. Measurements are accurate; however, the actual emissions will take place over time, between top ups, which can be several reporting periods apart. As such, the emissions reporting doesn’t accurately reflect when the emissions activity occurred. Nevertheless, all emissions are still ultimately accounted for.	This data is directly measured so it is considered to be of a high quality.	
Scope 2	Purchased electricity	(kWh) Ecotricity	All data obtained has come from Ecotricity invoices. This does not include transmission and distribution losses, which are reported in Scope 3.	This data is directly measured so it is considered to be of a high quality.	
Scope 3, Category 1	Purchased goods and services – water	(m^3) Wellington Water	All data obtained has come from Wellington Water, via the Manage My Water portal.	This data is directly measured so it is considered to be of a high quality.	100% supplier provided data
Scope 3, Category 1	Purchased goods and services – other expenses	($) Wellington Airport	Data is obtained via a financial expenditure summary. Emission factors from Market Economics are assigned based on a judgement call around the best representation of the activity the expenditure represents, and these factors are adjusted to account for inflation. These emissions are captured in the interest of completeness, and it is acknowledged that spend-based factors have inherent flaws. Wherever possible, more accurate activity data will be obtained, however in many instances the activities captured in this category, such as legal fees, will likely not have accurate emissions data due to the low emissions impact of the activity.	While the spend data is accurate, the emissions are based on dollars spent, not any form of direct measurement or activity estimate. Additionally, some sub-categories of spend data have the last month of data estimated based on a larger total bucket, and the proportion of that bucket the sub-category comprised for 11 months of the year. This data is considered to be of a moderate quality.	100% supplier provided spend data
Scope 3, Category 1	Purchased goods and services – WANT	($) Wellington Airport	Data is obtained via financial expenditure summary from invoices provided for work carried out as part of the WANT programme. The inherent limitations are the same as for “other expenses” above.	While the spend data is accurate, the emissions are based on dollars spent, not any form of direct measurement or activity estimate. This data is considered to be of a moderate quality.	100% supplier provided spend data
Scope 3, Category 2	Capital goods – fuel use in construction projects	(L) Construction contractors	Several suppliers were contracted to perform construction works in and around Wellington Airport – from construction of new buildings such as the new Airport Fire Service building, to general maintenance on the tarmac. Most diesel use is directly measured, and some is estimated.	Most of this data is directly measured and the remainder is estimated with a high degree of accuracy, so it is considered to be of a high quality.	100% supplier provided data
Scope 3, Category 2	Capital goods – material use in construction projects	(t) Construction contractors	Several suppliers were contracted to perform construction works in and around Wellington Airport – from construction of new buildings such as the new Airport Fire Service building, to general maintenance on the tarmac. All material use is directly measured and tracked by suppliers, with embodied carbon calculations provided to Wellington Airport based on industry standards. For small projects where this level of detail is not always possible to obtain, estimates are made.	While the quantities for materials are accurate, there are not specific Environmental Product Declarations (EPDs) for all materials, so some are very close approximations, and the data is considered to be of a high quality.	98% supplier provided data, 2% modelled from data estimates

Scope and category	Emission source	Activity data unit and provider	Assumptions, uncertainties, comments	Data quality	Supplier provided data percentage
Scope 3, Category 2	Capital goods – electricity use in construction projects	(kWh) Wellington Airport	Not all construction that occurs in and around the airport requires mains electricity. During FY26, when it was required, this usage has been captured by Wellington Airport or the contractor and reported against the project within BraveGen.	This data is directly measured so it is considered to be of a high quality.	100% supplier provided data
Scope 3, Category 3	Fuel and energy related activities	(kWh/L) Same as Scopes 1 and 2	This is the same activity data as in Scope 1 and Scope 2 but uses a lesser emissions factor to represent T&D losses for both natural gas and electricity and WTT emissions for fuel. WTT emission factors come from DEFRA (2025)	This data is directly measured so it is considered to be of a high quality.	100% supplier provided data
Scope 3, Category 4	Upstream transportation and distribution	(L/tCO_2e) Construction contractors	Transportation of materials to site, as part of the construction process (A4 emissions), is not always tracked by contractors. Where data is available, these emissions are included. In some instances, contractors will provide an estimate of transportation emissions.	When available, this data is either directly measured, or high quality estimates are provided. Overall, the data is considered to be of a reasonable quality.	100% supplier provided data
Scope 3, Category 5	Waste generated in operations – waste to landfill	(Tonnes of waste) EnviroNZ	Currently all that is being reported is waste going to landfill. Recycling is not included as emissions factors are highly specific to a facility and are currently unavailable. Emissions factor is using gas capture (Southern Landfill).	This data is directly measured so it is considered to be of a high quality.	100% supplier provided data
Scope 3, Category 5	Waste generated in operations – wastewater	(m^3) Wellington Water	All data obtained has come from Wellington Water, via the Manage My Water portal. Due to a lack of specific measurement of wastewater, total consumption of water by Wellington Airport was used. This will likely result in a large overestimation, which is preferable to attempting to estimate the activity data and potentially underestimate.	The data gathered is extrapolated from water consumption and considered to be of a reasonable quality. Emissions are likely overestimated.	100% supplier provided data
Scope 3, Category 6	Business travel	(pkm/$) Air New Zealand, Uber, P Card Taxi data	All flight data is gathered on a passenger-kilometres (pkm) basis. Air New Zealand sends Travelcard reports directly to Wellington Airport, which now include all flights, including non-Air New Zealand flights. Any flights not booked via Travelcard are collated by Wellington Airport based on booking receipts – there were none in FY26. Uber and taxi data is spend-based, using a spend-based emissions factor. Flight data for Meitaki Ltd was also supplied by Air New Zealand to Wellington Airport. Additionally, hotel accommodation is included within Meitaki Ltd's emissions. A miscellaneous business travel expenditure wash-up is also done to capture emissions not covered above. A spend based factor is used for this remaining expenditure.	Flight data is estimated based on flight path distances between two airports. As these tend to be very accurate, the data is considered a high quality. Taxi, Uber, and miscellaneous data is spend-based and as such there is some inaccuracy expected. This data is considered to be of a reasonable quality.	100% supplier provided data or supplier provided spend data
Scope 3, Category 7	Employee commuting	(pkm/km) Wellington Airport staff survey	A survey of staff commuting habits is conducted at least once per year and used to estimate total staff commuting emissions for the financial year. Staff are asked about their mode of transport, engine type, number of days commuting to work, and commuting distance. Assumptions are then made around the number of working days in a year and the amount of annual leave taken by staff in a year (assumed to be the full entitlement). Emissions are then estimated using MfE factors. This provides an average emissions value per employee, which can be used to estimate emissions from non-respondents – which provides a total for the organisation.	Emissions are based on a survey, so there is inevitably potential for error. The data is considered to be of a reasonable quality.	0% – internally conducted survey
Scope 3, Category 11	Use of sold products – fuel uplift	(L) Data is gathered based on invoicing received from aviation fuel providers (BP and Mobil) using Wellington Airport's joint fuelling infrastructure	These emissions are the one-way full flight emissions from planes that fuel up at Wellington Airport. This methodology is different to "landing and take-off" emissions, which some airports use, whereby airports are responsible for fuel use of aircraft landing into and taking off from their airport up to a specified height. Wellington Airport's methodology takes account of all the fuel uplifted by a plane; thus, it is responsible for the emissions from the plane's whole flight (outward), but not for inbound flights. This methodology is accepted by ACA and prescribed for higher (Level 4 and 5) accreditation levels. Wellington Airport is working with other airports around New Zealand to ensure consistent reporting.	The data gathered is directly measured and considered to be of a high quality.	100% supplier provided data
Scope 3, Category 11	Use of sold products – surface access for passengers/visitors to the terminal	(pkm/km) Angus & Associates	Emissions from passengers/visitors travelling to the terminal was estimated based on surveys conducted by Angus & Associates. The surveys took place over two separate three month periods within the year. They included a total of 683 valid respondents and gathered information on their mode of transport, distance travelled, and type of vehicle used. There was a mix of arriving and departing passengers. Results of the survey were averaged and extrapolated out to the 5,083,155 passengers for the year, less the number of passengers that are only in transit or are transferring, and thus never leave the airport.	Emissions are based on a survey, so there is inevitably potential for error. The data is considered to be of a reasonable quality.	100% supplier provided survey data

Scope and category	Emission source	Activity data unit and provider	Assumptions, uncertainties, comments	Data quality	Supplier provided data percentage
Scope 3, Category 11	Use of sold products – tenant staff travel to work	(pkm/km) Angus & Associates	Emissions from tenants' staff travel to work was estimated from the same passenger commuting survey used for passengers. Numbers were adjusted for tenant numbers (1,600 staff).	Emissions are based on a survey, so there is inevitably potential for error. Furthermore, the survey was not conducted specifically on tenant staff. The data is considered to be of a satisfactory quality.	0% – estimated based on survey designed for passengers
Scope 3, Category 11	Use of sold products – land access for freight to the terminal	Estimated	Emissions from trucks and vans delivering goods to the airport have been estimated based on information provided by the relevant tenants that receive / ship goods. An average distance to and from the airport was used, and emissions were considered for both directions.	This is a high level estimate, so there is inevitably potential for error. The data is considered to be of a satisfactory quality.	100% supplier provided survey data
Scope 3, Category 11	Use of sold products – tenant fuel, refrigerant use, and de-icing compounds	(L/kg) On-site ground operators / Aquaheat / other airlines	A variety of operators who use diesel / petrol in vehicles in and around the airport, provide this data to Wellington Airport. Refrigerant data for tenants is provided by Aquaheat. De-icing compound use is supplied by the airlines.	Most of this data is directly measured and the remainder is estimated with a high degree of accuracy, so it is considered to be of a high quality.	75% supplier provided data, 25% estimated based on other suppliers
Scope 3, Category 13	Downstream leased assets – tenant natural gas and electricity usage	(kWh/GJ) Tenco / Lumen / various tenants	For in-terminal tenant electricity use, Wellington Airport has created an "embedded network", which is managed by Tenco and data is analysed and insights are provided by Lumen. Individual tenants are sub metered, with Wellington Airport being responsible for shared space usage (e.g. terminal lighting) in its Scope 2 emissions. For the remaining tenants, Wellington Airport obtains this data directly from the tenant, where available. Where Wellington Airport is unable to obtain electricity / gas data from a tenant, estimates are based on the closest similar tenant. Wellington Airport also owns a number of residential properties that are tenanted. Occupancy and floor area data is used, alongside publicly available statistics around residential electricity and natural gas use in New Zealand, to estimate the electricity and natural gas use of these tenants for a year. These emissions comprise a small percentage of overall emissions from this category.	Most of this data is directly measured and the remainder is estimated with a high degree of accuracy, so it is considered to be of a high quality.	88% supplier provided data, 12% estimated based on other suppliers or external modelling
Scope 3, Category 15	Investments	($) Milford Asset Management	Emissions from Meitaki Limited's investments with Milford Asset Management, are estimated based on the emissions figures they have provided in their **2025 Climate Statements**. These emissions are estimated using the Partnership for Carbon Accounting Financials (PCAF) methodology. Emissions for both Scope 1 and Scope 2 of each fund were combined and then emissions for Wellington Airport were calculated based on the value (number of units) of Meitaki Limited's investments in each fund (their "portion" of each fund). The 2025 climate statement was used, as the 2026 statements will not be released until after Wellington Airport's own GHG inventory is released.	While the invested quantities are accurate, the emissions are based on dollars invested, not any form of direct measurement or activity estimate. Additionally, emissions are based on Milford Asset Management's FY25 Annual Report and Climate Statements, and so are one year behind. This data is considered to be of a moderate quality.	90% supplier provided data, 10% estimated based on supplier provided data of similar categories

4 GHG emissions calculations and results

In FY26, Wellington Airport emitted a total of 252,035 tCO_2-e as a result of its activities (market-based).

Of this, 400 tCO_2-e were a result of direct (Scope 1) activities. 782 tCO_2-e were a result of purchased electricity (Scope 2), but by purchasing certified 100% renewable electricity, this total is brought down to 0 tCO_2-e.

251,635 tCO_2-e were a result of indirect value chain emissions (Scope 3). The table below summarises the total emissions. Note that if the activity data or emission factor is listed as NA, this is due to the activity being calculated by amalgamating multiple types of activity data which use multiple emission sources.

Most emission factors were sourced from the Ministry for the Environment's *2025 Measuring Emissions: A Guide for Organisations*. Full reference for emission factor sources can be found in the glossary.

Sunflowers growing at the Wellington Airport Community Garden

Table 5. Detailed GHG inventory emissions – material emissions (Scope 1, 2, and >5% of total inventory Scope 3 emissions)

Scope and category	Emission source	Emission and GWP factor source	Activity data	Emission factor (unit/kgCO_2-e)	Total tCO_2-e	Percentage of total inventory (market-based)
Scope 1	Natural Gas	MfE 2025	6,108 GJ	54.21	331	0.13%
Scope 1	Mobile combustion – diesel	MfE 2025	15,421 L	2.68	41	0.02%
Scope 1	Mobile combustion – regular petrol	MfE 2025	6,367 L	2.38	15	<0.01%
Scope 1	Mobile combustion – premium petrol	MfE 2025	3,530 L	2.42	9	0.01%
Scope 1	Stationary combustion – AGL generators	MfE 2025	760 L	2.68	2	<0.01%
Scope 1	Refrigerants	MfE 2025	2 kg	Various refrigerants	2	<0.01%
Scope 1 total					**400**	**0.16%**
Scope 2	Purchased electricity (location-based)	MfE 2025	7,733,384 kWh	0.10	782	0.31%*
Scope 2	Purchased electricity (market-based, 100% renewable electricity)	BraveTrace and Genesis	7,733,384 kWh	0	0	0%
Scope 2 total (market-based)					**0**	**0%**
Scope 3, Category 11	Use of sold products – full flight emissions	MfE 2025	86,023,591 L	Jet fuel and Avgas emission factors	216,656	86%
Scope 3, Category 11	Use of sold products – surface access to terminal (passenger / tenant / freight)	MfE 2025	NA	Various transport	26,468	10%
Material Scope 3 total					**243,124**	**96%**
Material emissions total (location-based)					**244,306**	**96%**
Material emissions total (market-based)					**243,524**	**96%**

*Calculated on location-based total

Table 6. Detailed GHG inventory emissions – immaterial Scope 3 (<5% of total inventory Scope 3 emissions)

Scope 3 category	Emission source	Emission and GWP factor source	Total tCO_2-e	Percentage of total inventory (market-based)
Category 1	Purchased goods and services / water / WANT	Market Economics 2023	2,939	1%
Category 2	Capital goods – construction and maintenance	PEET tool, Waka Kotahi, individual EPDs, MfE 2025, and more	2,776	1%
Category 3	Fuel and energy related activities – T&D losses / WTT emissions	MfE 2025 / DEFRA 2025	86	0.03%
Category 4	Upstream transportation and distribution – transportation of construction materials to site	MfE 2025	411	0.16%
Category 5	Waste and wastewater	MfE 2025	122	0.05%
Category 6	Business travel	MfE 2025 / Market Economics 2023	153	0.06%
Category 7	Employee commuting / working from home	MfE 2025	179	0.07%
Category 11	Tenant fuel / de-icing / refrigerants	MfE 2025 / ACERT 2023	266	0.11%
Category 13	Downstream leased assets – tenant natural gas and electricity	MfE 2025	1,271	0.50%
Category 15	Investments	Milford Asset Management	309	0.12%
Immaterial Scope 3 totals			**8,512**	**3%**

Table 7. Emissions by gas type (Wellington Airport did not emit any SF6, NF3 or PFCs in FY26)

Scope	tCO_2 (in tCO_2-e)	tCH_4 (in tCO_2-e)	tN_2O (in tCO_2-e)	tHFCs (in tCO_2-e)	Total tCO_2-e
Scope 1	396	1	1	2	400
Scope 2 (location-based)	759	21	2	0	782
Scope 3	216,974	175	1,625	5	218,779
Total	**218,129**	**197**	**1,627**	**7**	**219,960**

Note: Greenhouse gases have been reported by gas type (in CO_2-e) where gas-specific emission factors are available. Where they aren't available, they are not reported in this table. As such, the totals shown here will not match totals shown elsewhere in this report.

Wellington Airport's new fully electric Long Term Car Park Shuttle

4.1 Biogenic emissions

Any biogenic emissions (emissions from biological sources) will be treated as per the GHG Protocol, and as such reported separately. CO_2 from burned biomass, such as wood, will be reported separately but excluded from the inventory total, as emissions would represent CO_2 sequestered during the growing period. As such, only CH_4 and N_2O emissions will be reported under the GHG inventory.

There were no biogenic emissions during the FY26 period.

4.2 Comparison to previous years and baseline year

To track progress and trends over time, the table below provides information on how the current GHG inventory tracks against previous years. Note that only emission sources in which there is comparable data for previous years have been included. This will be expanded as years progress and more data is gathered.

Figure 5. Operational, location-based GHG emissions over time

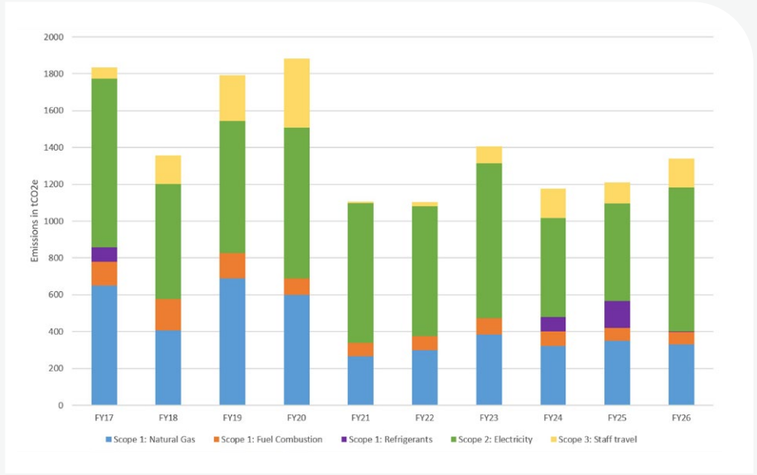


Table 8. GHG emissions for FY26 as compared to FY25 and baseline year FY17

Scope and category	Emission source	FY26 tCO_2-e	FY25 tCO_2-e	FY17 tCO_2-e (baseline year)	% change since baseline year
Scope 1	Natural gas	331	350	651	-49%
Scope 1	Fuel combustion	67	71	127	-47%
Scope 1	Refrigerants	2	145	79	-97%
Scope 2	Purchased electricity (market-based / location-based)	0/782	0/530	916	-100%/-15%
Scope 3, Category 3	Fuel and energy related activities (T&D losses)	86	69	151	-43%
Scope 3, Category 5	Waste generated in operations – waste to landfill	75	85	105	-29%
Scope 3, Category 6	Business travel	153	114	61	+151%

4.3 Data analysis

4.3.1 Scope 1 and Scope 2 emission sources

Scope 1 emissions have decreased significantly since FY25 while Scope 2 emissions have increased. Overall, there is a downward trend across Scope 1 and Scope 2 emissions from the baseline year (FY17).

Emissions from natural gas are down by around 49% since the baseline year and airside vehicle fuel emissions are down by around 49%. In FY24, Wellington Airport updated the methodology for refrigerant emission calculations, so FY17, FY24, FY25, and FY26 are the only years this emissions source is quantified. Emissions have decreased for refrigerants, but a trend is hard to determine, as top-ups are sporadic.

Purchasing certified renewable electricity through Ecotricity and Renewable Energy Certificates from Meridian has reduced emissions from purchased electricity down to zero.

Overall Wellington Airport is tracking very well toward its 2030 target of 30% reduction in operational emissions (Scope 1, 2, and Business Travel), reaching 29% in FY26.*

In previous years, the 30% target has been exceeded, but the increase in national grid emission factors reduced these gains for FY26.

Emissions intensity for Scope 1 and market-based Scope 2 emissions has decreased slightly compared to FY25, mostly due to decreased heating throughout the year and a large reduction in refrigerant top ups. Figure 6 below shows net zero target emissions and intensity. Location-based electricity emissions are indicated in light green – but these aren't counted towards the intensity.

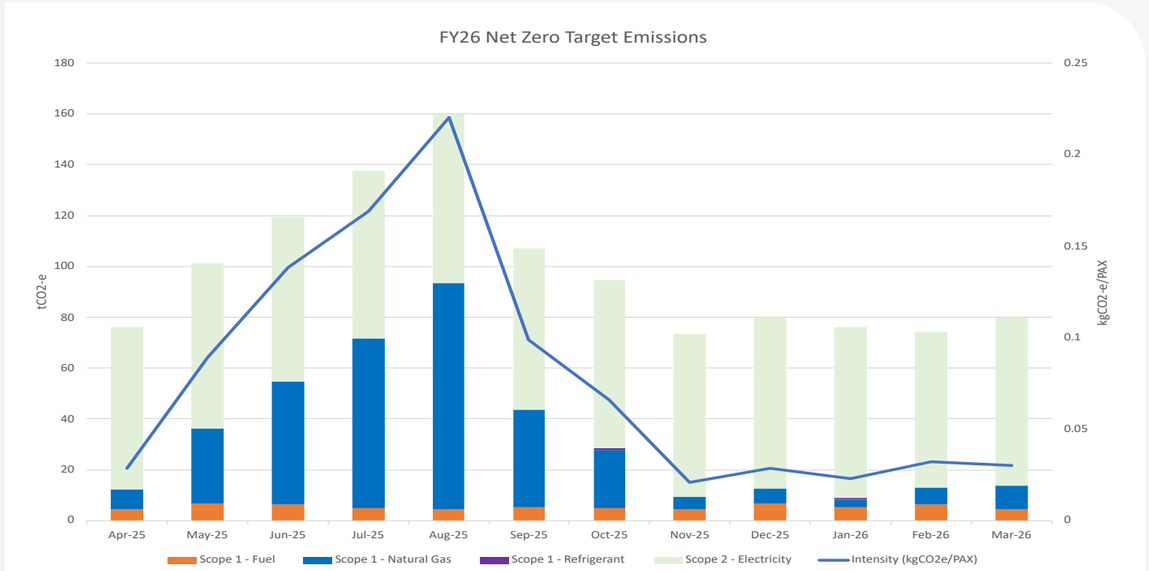
*The newly acquired airfield ground lighting is excluded from the target boundary, as it was not part of the baseline year operations.

Table 9. Scope 1 and Scope 2 emissions and their intensity over time

	FY17	FY18	FY19	FY22	FY23	FY24	FY25	FY26
Scope 1 (tCO_2-e)	857	577	827	375	473	478	566	400
Scope 2** (tCO_2-e)	916	624	715	756	508	0	0	0
Total (tCO_2-e)	**1,773**	**1,201**	**1,542**	**1,131**	**981**	**478**	**566**	**400**
Pax (000s)	5,965	6,145	6,417	3,529	5,254	5,449	5,317	5,083
Emissions intensity ($kgCO_2$-e/pax)	0.28	0.20	0.24	0.32	0.19	0.09	0.11	0.08

**Market-based approach takes into account the purchase of certified renewable electricity. Residual emission factors have been used to update the market-based emissions estimate for FY22 and FY23. This varies from the location-based figures reported when these inventories were produced.
Note: Due to space constraints, FY20 and FY21 have been excluded from the above table.

Figure 6. Monthly breakdown of Scope 1 and Scope 2 GHG emissions for FY26 – market-based (location-based in light green)



4.3.2 Scope 3 emissions – comparison to previous year

Table 10. FY26 Scope 3 emission sources compared to FY25

Emission source	FY25 tCO_2-e	FY26 tCO_2-e
Scope 3, Category 1: Purchased goods and services	2,618	2,939
Scope 3, Category 2: Capital goods	1,810	2,776
Scope 3, Category 3: Fuel and energy related activities	69	86
Scope 3, Category 4: Upstream transportation and distribution	0	410
Scope 3, Category 5: Waste generated in operations	133	122
Scope 3, Category 6: Business travel	114	153
Scope 3, Category 7: Employee commuting / working from home	238	179
Scope 3, Category 11: Use of sold products	251,666	243,390
Scope 3, Category 13: Downstream leased assets	1,005	1,271
Scope 3, Category 15: Investments	428	309
Total	**258,082**	**251,635**

4.3.3 Scope 3 emissions – largest emission sources

The largest emission source for Wellington Airport as a whole is one-way full flight emissions. This is followed by surface access to the terminal. Together, these two emission sources make up 96% of the total inventory.

One-way full flight emissions have been calculated by applying an emissions factor to the total jet fuel (Jet A1) and aviation gas uplifted from Wellington Airport. Compared to FY25, one-way full flight emissions have decreased by 4%, due to a decrease in fuel uplifted. These comprise 86% of total emissions from 86,023,591 litres of fuel.

Passenger surface access to the terminal has been calculated based on a survey with a sample size of 683 people. Mode of transport to the terminal, vehicle engine type (where applicable), and distance were the data points gathered, and this data was extrapolated out to the total passenger numbers for FY26, less the number of passengers who only transit / transfer in Wellington. At 10%, this is a significant emission source for Wellington Airport's GHG inventory.

Emissions have increased by 8.3% from this source, compared to FY25. There could be a number of reasons for this, but the most notable change from the survey conducted is an increase in individuals using private vehicles to get to and from the terminal. Additionally, the increased emission factor associated with electric vehicles has increased. Due to the small sample size compared to the total passenger numbers, the margin of error is significant. The below graph displays the scale of emissions by proportion of the total and it is clear to see how much one-way full flight emissions and passenger surface access to the terminal comprise.

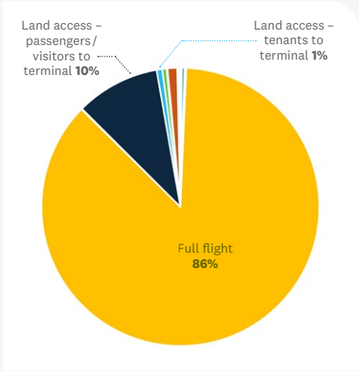


Figure 7. Proportion of Wellington Airport GHG emissions by activity for FY26

4.3.4 Scope 3 emissions – remaining emission sources

The remaining Scope 3 GHG emission sources make up about 3% of the total inventory combined. This is not to say they are insignificant and in many cases Wellington Airport has a greater degree of influence over some of these emission sources. In specific instances, such as with the hotel at the terminal, Wellington Airport may determine an emission source is high priority, due to the degree of influence over the emission source.

4.4 Subsidiaries

Wellington Airport has three wholly owned subsidiaries within its boundary, that it doesn't have operational control over. These are WANT (267 tCO_2-e), Jean Batten Street Ltd (4 tCO_2-e), and Whare Manaakitanga Ltd (144 tCO_2-e). The WANT programme is funded by Wellington Airport but works are carried out by contractors, Jean Batten Street Ltd is a property ownership company that owns two tenanted properties, and Whare Manaakitanga Ltd is the holding company for Wellington Airport's hotel, which is independently operated and managed by Noahs Hotels (NZ) Limited under the Rydges brand. Emissions from all three subsidiaries are reported under Scope 3.

Wellington Airport has full operational control of Meitaki Ltd, however this subsidiary produces no Scope 1 or Scope 2 emissions. The only emission sources are from business travel and investments, both of which are included within Scope 3 of Wellington Airport's inventory.

4.5 Key changes to previous year

For methodological changes to the GHG emissions inventory, refer to the Basis of Preparation document.

Notable changes for FY26 compared to FY25 are:

- New tenants: There were several new tenants and existing tenants who left the ARP and other premises. These were handled and integrated into the profile accordingly.
- Airfield ground lighting: As mentioned previously, Wellington Airport has taken over ownership of the airfield ground lighting from Airways, and these emissions have fallen within our operational boundary.
- Transportation of construction materials to site: In accordance with the new ACA guidance, where possible transportation of construction emissions to site are now recorded under Scope 3, Category 4, instead of Scope 3, Category 2, as the emissions have been recorded to date.
- Historic emissions intensities and market-based electricity values have been updated based on residual emission factors provided by BraveTrace (see references on page 33 for the link). This impacts FY22 and FY23 as values differ based on what was reported at the time of those inventories being calculated, due to both emission factor availability at the time, and the use of residual factors from BraveTrace.

4.6 Renewable electricity and offsets

Wellington Airport currently utilises two market mechanisms to reduce its carbon footprint:

1. 100% Toitū certified renewable electricity: Wellington Airport has purchased 100% renewable electricity through its electricity supplier, Ecotricity. The Toitū certification ensures that the electricity purchased by Wellington Airport is certified 100% renewable, and that this electricity generation accreditation is removed from the residual electricity mix, so there is no double counting.

   For the airfield ground lighting and new fire station, Wellington Airport has purchased Renewable Energy Certificates (RECs) through Meridian. Meridian use BraveTrace as their REC provider. BraveTrace operates the New Zealand Energy Certificate System (NZECS), a registry that tracks New Zealand Energy Certificates (NZ ECs) and enables organisations to claim the renewable attributes of electricity from specific generation facilities.

2. Offsets: Wellington Airport has purchased carbon offsets to offset 100% of its Scope 1 emissions, as well as its Scope 3 business travel emissions. These offsets are purchased through Ekos. In previous years, Wellington Airport has offset air business travel through Air New Zealand's Voluntary Carbon Offset Programme. From FY25 onwards, Wellington Airport purchases offsets for business travel at the same time as it does for its Scope 1 emissions. Offsets are sourced through Ekos, which provides high integrity native bush NZUs (i.e. nature-based removals).

Wellington Airport is aligning its approach with Science Based Targets Initiative (SBTi) methodology, and as such is not using offsets to count towards the absolute reductions required for its net zero by 2030 goal. While offsets will continue to be purchased, they will not count towards the minimum 90% reduction in Scope 1 and Scope 2 emissions by 2030, that Wellington Airport has committed to. However, regarding renewable electricity purchasing, Wellington Airport will be counting this generation towards its Scope 2 reductions and net zero goal.

4.7 Verification of GHG inventory

Wellington Airport's FY26 carbon emissions have been prepared in accordance with the Greenhouse Gas Protocol and are aligned with the requirements for ACA accreditation Level 4+.

Wellington Airport's GHG emissions were verified to reasonable assurance for Scope 1 and Scope 2 emissions and limited assurance for Scope 3 emissions. Verification has been performed by McHugh & Shaw and their assurance opinion is attached to this document.

4.8 Summary

Wellington Airport continues to trend downward with its Scope 1 and Scope 2 emission sources. Operational emissions in FY26 have decreased compared to FY25 – reflecting less heating in the terminal, fewer fuel purchases for airport vehicles, and fewer refrigerant top-ups. These key emission sources are continuing to be addressed as part of Wellington Airport's ongoing emissions reduction efforts. Swapping fleet vehicles to EV and hybrid modes and purchasing renewable electricity has had the largest impact to date on overall Scope 1 and Scope 2 emissions. Additionally, improving the efficiency of the building management system and reducing heating / cooling energy use throughout the terminal have had a significant impact also.

Wellington Airport has expanded and increased its understanding its Scope 3 emissions in recent years. The addition of all commercial and residential tenants within its footprint, allows Wellington Airport to consider additional avenues through which it can reduce emissions across its value chain. Additionally, this allows Wellington Airport to prioritise the emissions it has the most influence over within its supply chain.

Wellington Airport will continue to update its methodology for emissions calculations to align with best practice and improve data accuracy.

5 Glossary

Below are some frequently used terms. For further information on these terms and GHG reporting more generally, please refer to the documentation provided in the references.

GHG: Greenhouse gas

These are the six gases covered by the United Nations Framework Convention on Climate Change: carbon dioxide (CO_2); methane (CH_4); nitrous oxide (N_2O); hydrofluorocarbons (HFCs); perfluorocarbons (PFCs); and sulphur hexafluoride (SF6). These gases, when released, have an overall warming effect on the atmosphere.

CO_2-e

The universal unit of measurement to indicate the global warming potential (GWP) of each greenhouse gas, expressed in terms of the GWP of one unit of carbon dioxide. It is used to evaluate releasing (or avoiding releasing) different greenhouse gases against a common basis.

Scope 1 (direct GHG emissions)

Emissions from operations that are owned or controlled by the reporting company.

Scope 2 (indirect GHG emissions)

Emissions from the generation of purchased or acquired electricity, steam, heating or cooling consumed by the reporting company.

Scope 3 (indirect GHG emissions)

All indirect emissions (not included in Scope 2) that occur in the value chain of the reporting company, including both upstream and downstream emissions.

Emissions factor

A factor that converts activity data into GHG emissions data (e.g., kg CO_2-e emitted per litre of fuel consumed, kg CO_2-e emitted per kilometre travelled, etc.).

Transmission and distribution (T&D) losses

The losses that occur from transporting electricity or gas. These losses are counted separately (in Scope 3) to the generation-side emissions (Scope 1 and Scope 2).

Location-based method for scope 2 accounting

A method to quantify Scope 2 GHG emissions based on average energy generation emission factors for defined locations, including local, subnational, or national boundaries.

Market-based method for scope 2 accounting

A method to quantify Scope 2 GHG emissions based on GHG emissions emitted by the generators from which the reporter contractually purchases electricity bundled with instruments, or unbundled instruments on their own.

References

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- ACA – Airport Carbon Accreditation. Application Manual, Issue 14 (2023)
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- MfE – Ministry for the Environment. Measuring emissions: A guide for organisations (2025). Measuring Emissions Guidance Detailed Guide 2025 ME1764 (**environment.govt.nz**)
- Ekos credits – **www.climateactionco.com**
- Market Economics – Consumption Emissions Modelling (2023)
- DEFRA – Department of Energy Security and Net Zero: Conversion factors 2025, full set (2025)
- ACERT – Airport Carbon and Emissions Reporting Tool v7 **https://aci.aero/wp-content/uploads/2023/08/2023_ACERT_v7.0-Brochure.pdf**
- Waka Kotahi – Project emissions estimation tool (PEET) **https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/environment-and-sustainability-in-our-operations/environmental-technical-areas/climate-change/climate-change-mitigation/project-emissions-estimation-tool-peet/**
- BraveTrace residual emission factors: **https://bravetrace.co.nz/how-it-works/residual-supply-mix/**

McHugh & Shaw.

Certified B Corporation — This company is part of the global movement for an inclusive, equitable, and regenerative economic system.

INDEPENDENT ASSURANCE REPORT ON WELLINGTON INTERNATIONAL AIRPORT LIMITED'S GREENHOUSE GAS (GHG) STATEMENT

TO THE DIRECTORS OF WELLINGTON INTERNATIONAL AIRPORT LIMITED

Registered address: Wellington Airport Terminal, Stewart Duff Drive, Wellington, 6022, New Zealand

Our Assurance Conclusion

Reasonable Assurance Conclusion – Scope 1 & 2 emissions

In our opinion, the gross Scope 1 and 2 GHG emissions, and gross GHG emissions methods, assumptions and estimation uncertainty, within the scope of our reasonable assurance engagement (as outlined below) included in the Wellington International Airport Limited GHG Inventory Report for the year ended 31 March 2026, are fairly presented and prepared, in all material respects, in accordance with the *Greenhouse Gas Protocol - A Corporate Accounting and Reporting Standard, revised edition, 2004*.

Limited Assurance Conclusion - Scope 3 emissions

Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention that causes us to believe that the gross Scope 3 GHG emissions, and gross GHG emissions methods, assumptions and estimation uncertainty, within the scope of our limited assurance engagement (as outlined below) included in the Wellington International Airport Limited GHG Inventory Report for the year ended 31 March 2026, are not fairly presented and not prepared, in all material respects, in accordance with the *Greenhouse Gas Protocol - A Corporate Accounting and Reporting Standard, revised edition, 2004*.

Scope of the Assurance Engagement

We have undertaken an assurance engagement for the reporting period 1 April 2025 to 31 March 2026 at the level of:

- Scope 1 Emissions: Reasonable Assurance
- Scope 2 Emissions: Reasonable Assurance
- Scope 3 Emissions: Limited Assurance

It is important to note that the level of assurance obtained in a limited assurance engagement is considerably lower than that involved in reasonable assurance engagement.

Although we considered the effectiveness of management's internal controls when determining the nature and extent of our procedures, our assurance engagement was not designed to provide assurance on internal controls for emission sources subject to limited assurance.

Boundaries of the Reporting Company

- Operational Control
- New Zealand and the Cook Islands
- Wellington International Airport Limited and Meitaki Limited

GHG Emissions Information Covered by the Assurance Report

- GHG Report Reference: WIAL FY26 GHG Inventory Report v7.pdf, May 2026.
- GHG Calculations Reference: Full Audit Trail FY26 18.05.26.xlsx

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M&S.

GHG emissions by Scope and Category (metric tonnes CO_2e)

Scope	Category		Location-based tCO_2e	Marked-based tCO_2e
Scope 1	Direct GHG Emissions		400.04	400.04
Scope 2	Indirect GHG Emissions from imported energy (electricity)		781.99	0.00
Scope 3	Category 1. Purchased goods and services	*2,938.83*	251,635.43	251,635.43
Scope 3	Category 2. Capital goods	*2,776.23*		
Scope 3	Category 3. Fuel and energy-related activities	*86.11*		
Scope 3	Category 4. Upstream transportation and distribution	*410.91*		
Scope 3	Category 5. Waste generated in operations	*121.51*		
Scope 3	Category 6. Business travel	*153.06*		
Scope 3	Category 7. Employee commuting	*179.47*		
Scope 3	Category 11. Use of sold products	*243,389.65*		
Scope 3	Category 13. Downstream leased assets	*1,271.15*		
Scope 3	Category 15. Investments	*308.50*		
		Total GHG Emissions (Gross)	252,817.47	252.035.48

Key Matters to the GHG Assurance Engagement

In this section we present those matters that, in our professional judgement, were most significant in undertaking the assurance engagement over the GHG statement. These matters were addressed in the context of our assurance engagement, and in forming our conclusion. We did not reach a separate assurance conclusion on each individual key matter.

Key Matter	Procedures to Address the Key Matter
Full flight and customer access emissions: • Full flight and customer access emissions (Cat 11 Use of sold products) are reported by the airport and collectively represent 96% of total emissions. The customer access methodology has inherent uncertainty and includes significant assumptions.	Full flight emissions: • Reconciling monthly fuel use provided by the supplier to what was reported in the measurement software. • The quality of the evidence provided by the supplier has been identified as an area for improvement in future reporting. Customer access emissions:

	• Ensured we understood the methodology, independence of survey provider, along with its assumptions and estimation uncertainties; • Assessed whether the application of the methodology was applied correctly in the calculations. • Recalculating a sample of emissions from survey responses. • Reviewing emission factor selection and application. • Reconciling the total passenger numbers used in the calculations to data provided by airlines.

Emphasis of Matter

- We draw attention to the reporting of market-based electricity in FY26 throughout the GHG Inventory Report. The market-based electricity product is Ecotricity supplied by Genesis using a '0' emission factor for generation of electricity (Scope 2).
- We draw attention to Table 9 in the GHG Inventory Report where the FY22 and FY23 market-based electricity emissions reported have been restated using the residual emission factor for this period.
- Our assurance conclusion is not modified in response of each matter stated above.

Other Matter

- The FY17 reporting period was not subject to assurance and is the base year for Scope 1 and Scope 2 emissions.
- The reporter has chosen to purchase carbon credits to offset the reported emissions as part of a voluntary claim. The quality of the of the carbon credits and their retirement on a registry was not subject to assurance.

Materiality

Based on our professional judgement, quantitative materiality for the reported GHG Emissions has been determined as 1% for individual emission sources, and not totalling more than 5% of the gross emissions total of the emissions inventory. Qualitative materiality has been determined with due consideration to relevance to users of the GHG statement, as well as the potential impact of omission, misstatement, or obscurement of any information.

Competence and Experience of the Engagement Team

Our work was carried out by an independent and multi-disciplinary team including sustainability assurance and environmental practitioners. The assurance lead retains overall responsibility for the assurance conclusion provided.

Wellington International Airport Limited's Responsibilities for the GHG Statement

Wellington International Airport Limited is responsible for the preparation and fair presentation of the GHG statement in accordance with the *Greenhouse Gas Protocol - A Corporate Accounting and Reporting Standard, revised edition, 2004*. This responsibility includes designing, implementing and maintaining a data management system relevant to the preparation and fair presentation of GHG statement that is free from material misstatement.

Inherent Uncertainty in GHG Quantification

GHG quantification is subject to inherent uncertainty because of incomplete scientific knowledge used to determine emissions factors and the values needed to combine emissions of different gases.

Our Responsibilities

Our responsibility is to express an opinion on the GHG emissions reported by Wellington International Airport Limited based on our verification. We are responsible for planning and performing the verification to obtain assurance that the onsite GHG statement are free from material misstatement.

As we are engaged to form an independent conclusion on the GHG statement prepared by management, we are not permitted to be involved in the preparation of the GHG information as doing so may compromise our independence.

Other Relationships

In addition to the provision of the assurance engagement over the GHG statement we also have the following relationships, or interests, in Wellington International Airport Limited, which did not compromise our overall independence:

- Subject to certain restrictions, the employees of our firm may also deal with Wellington International Airport Limited within the ordinary course of trading activities of the business of operating an airport.

Independence and Quality Management Standards Applied

This assurance engagement was undertaken in accordance with *ISO 14064-3:2019 Greenhouse gases – Part 3: Specification with guidance for the validation and verification of greenhouse gas assertions* and is founded on the fundamental principles of Impartiality, Evidence-based approach, Fair presentation, Documentation, and Conservativeness.

Professional and ethical standards are held in high regard and our quality management system aligns with the standards ISO 9001:2015 and ISO 14065:2020, and we comply with the Carbon and Energy Professionals New Zealand Code of Ethics and Code of Professional Conduct.

GHG Reporting Protocols against which Assurance was Conducted

- Ministry for the Environment (MfE). Measuring Emissions Catalogue 2025: Te Rārangi Ine Tukunga 2025. (Note: the EmissionFactors_Workbook_2025_2.xlsx was the MfE emissions factor reference subject to audit).
- Greenhouse Gas Protocol – A Corporate Accounting and Reporting Standard, revised edition, 2024.
- Greenhouse Gas Protocol Scope 2 Guidance: An amendment to the GHG Protocol Corporate Standard, 2015.
- Greenhouse Gas Protocol – Corporate Value Chain (Scope 3) Accounting and Reporting Standard, 2011.

Comparative Information (Base Year)

The comparative Gross GHG Emissions (tCO_2e) for the period ended 31 March 2017 (Base Year) have not been subject to assurance by McHugh & Shaw Limited. As such, these emissions are not covered by our assurance conclusion.

Projected Emission Reductions

The reporter did not seek validation of projected emission reductions. There is a reduction strategy in place.

Summary of Work Performed

Reasonable and Limited Assurance Conclusion

Our reasonable and limited assurance verification engagement was performed in accordance with ISO 14064-3: 2019 – *Specification with guidance for the verification and validation of greenhouse gas statements*, issued by the International Organization for Standardization (ISO). This requires that we comply with ethical requirements (as outlined above), and plan and perform the verification to obtain reasonable assurance (Scope 1 and Scope 2 emissions) and limited assurance (Scope 3 emissions) that the GHG statement are free from material misstatement.

Our verification strategy used a combined data and controls testing approach. Evidence-gathering procedures included but were not limited to:

- Enquiries to obtain an understanding of the overall governance and internal control environment, risk management processes and procedures relevant to GHG information;
- Evidence to support the reporting boundaries, organisational and legal structure reported;
- Recalculation of the GHG emissions;
- Strategic analysis of the GHG information;
- Evaluation of relationships among GHG and non-GHG data;
- Interview of personnel involved in data collection;
- Review of emissions factors used within the calculations for source appropriateness;
- Review of uncertainty and data quality;
- Review of information management and record keeping processes; and
- Review of the assumptions, estimations and quantification methodologies.

Reasonable Assurance Procedures	Limited Assurance Procedures
• Sample testing, tracing and retracing of data trails back to primary data including refrigerant loss, natural gas, vehicle fuel and electricity records. • Site visits to inspect the completeness of the inventory including interview of site personnel to confirm operational behaviour, any standard operating procedures and sample of site-based records.	• Limited sample testing, tracing and retracing of data trails back to primary data including financial spend, third-party reports on capital project emissions, tenant electricity and gas, waste, business travel, employee surveys, passenger numbers, passenger surveys; and • Well-to-tank (WTT) and electricity transmission and distribution losses (TDL) calculations.

The data examined during the verification were historical in nature. We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Environmental Claims

Information regarding your responsibility when making environmental or carbon claims under the Fair Trading Act is available at the New Zealand Commerce Commission website. Guidance for making an environmental claim in Australia is available at the Australian Competition & Consumer Commission website.

If you are making a claim outside of New Zealand and Australia, then check the legal requirements for that Country.

Jeska McHugh, Assurance Lead
CEP NZ Certified Carbon Auditor (#CCA1005)
McHugh & Shaw Limited
Christchurch, New Zealand
25 May 2026

Maree Smith, Independent Reviewer

On behalf of McHugh & Shaw Limited
Auckland, New Zealand
25 May 2026

This report including the opinion expressed herein, is issued to the Directors of Wellington International Airport Limited in accordance with the terms of our agreement for the purpose of reporting GHG emissions. We consent to the release of this report by you to interested parties, but we disclaim any assumption of responsibility for any reliance on this report by any other party than for which it was prepared.


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