



# RIGA AIRPORT ROAD MAP TOWARDS ACHIEVING THE NET ZERO 2050 GOAL



# OUR GOAL

Reach zero CO<sub>2</sub> emissions by 2050



# DEFINITIONS OF TERMS

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## NET ZERO CO<sub>2</sub> emissions:

- at a global scale, NET ZERO will be achieved once CO<sub>2</sub> emissions are balanced with CO<sub>2</sub> capture through technological or nature-based solutions.
- for airports, achieving NET ZERO involves two main elements. First, reducing the emissions generated by the airport itself (Scope 1 and Scope 2 emissions) to a level as close to zero as possible. Second, neutralising any remaining emissions that cannot be avoided by implementing CO<sub>2</sub> capture.

## The difference between the *Airport Carbon Accreditation (ACA)* definition of carbon neutrality and NET ZERO is as follows:

- to achieve carbon neutrality, airports must reduce their CO<sub>2</sub> emissions by purchasing carbon offset certificates, to offset their remaining CO<sub>2</sub> emissions.
- to achieve NET ZERO, airports must reduce their emissions to as close to zero as possible, and any remaining emissions may be offset by implementing CO<sub>2</sub> capture measures.

# SUSTAINABILITY STRATEGY



Impact	Materiality aspect	UN SDG
Environmental	Impact on Climate Change	  
	Resource efficiency and circular economy	
	Water	
	Biodiversity	 
Social	Open and ethical governance	 
	Environmental noise and quality of life of the surrounding population	 
	Employee experience and involvement	  
	Quality of service and passenger experience	 
Economic	Economic development and employment	 
	Sustainable destinations	 
	Intermodality	 

In pursuing its sustainability strategy, state joint stock company "Riga International Airport" (hereinafter – the Airport) strives to achieve a responsible, fair, and reasonable balance between the positive and negative effects of its operations and the needs of the other stakeholders: Airport's clients, employees, partners, local residents, and the environment.

The sustainability strategy fully complies with the UN Sustainable Development Goals.



# OUR AMBITIONS

The Airport has been accredited as part of the the ACA programme since 2014

- Since 2020, the Airport has been level-2 certified
- In 2025, the Airport will become level-3 certified
- In 2030, the Airport will become level-3+ certified
- In 2035, the Airport will become level-4 certified
- In 2050, the Airport will become level-4+ certified

## Riga Airport Joins Net Zero 2050 Initiative

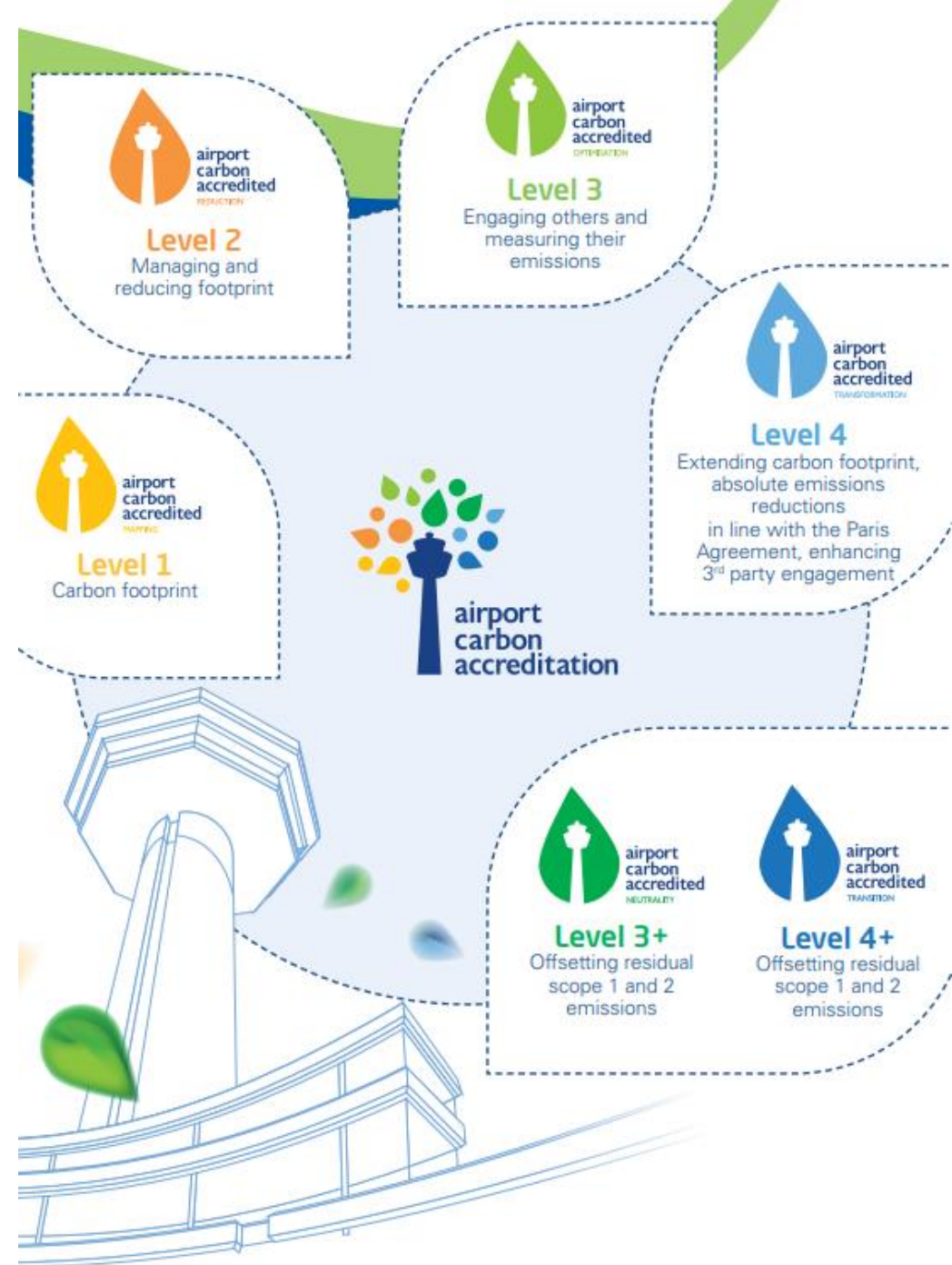
07.07.2021



On Tuesday, 6 July 2021, Riga Airport joined the Airport Council International (ACI) Europe initiative Net Zero 2050 thereby acknowledging its dedication to achieve complete reduction of CO2 emissions in the emission sources under direct control of the Airport until 2050.

After joining the Initiative, Riga Airport has undertaken to achieve that the company does not cause CO2 emissions in its basic operations or emissions that cannot be prevented or compensated with proper storage of similar amount of greenhouse emission gases until 2050. Riga Airport is ready to facilitate achievement of global climate goals and consider business transformation, developing a medium-term sustainability strategy until 2030 to achieve climate goals.

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# Progress towards NET ZERO 2050



# EMISSION SOURCES AND SCOPES



## Scope 1 and Scope 2 emissions

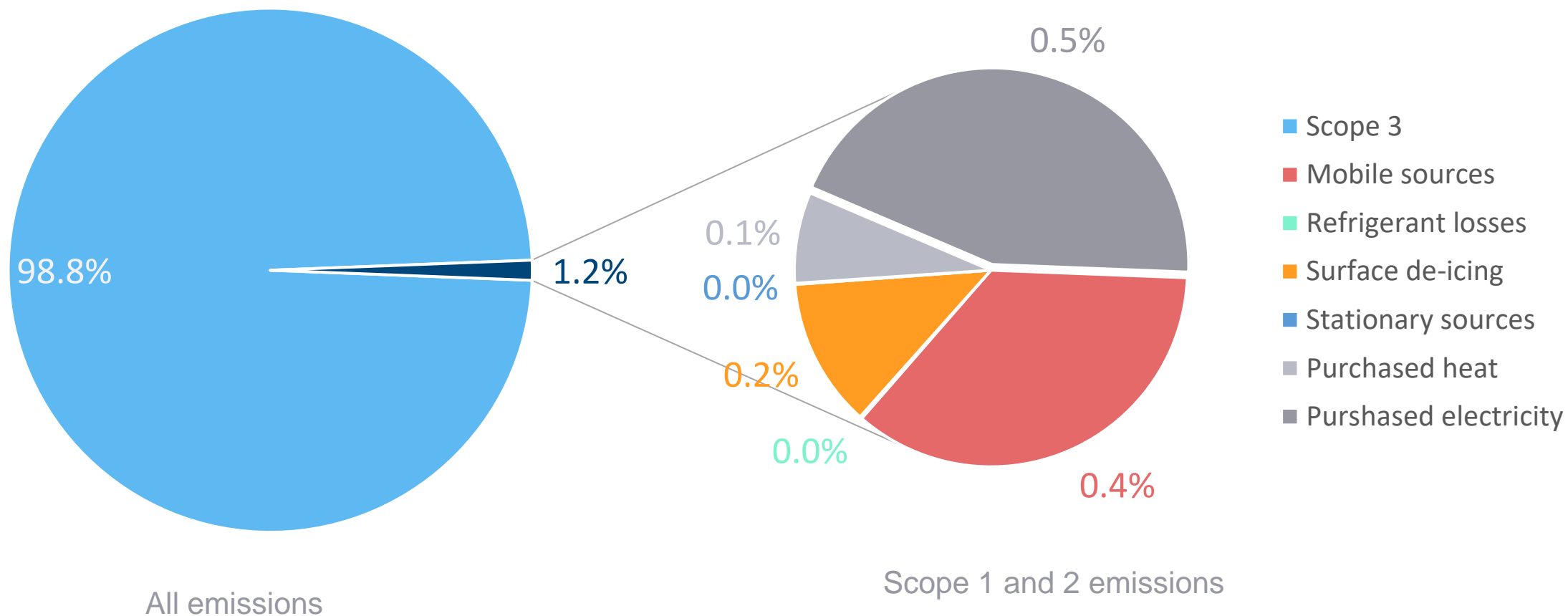
Consumption of electricity, heat, and fuel by the Airport.



## Scope 3 emissions

- Transportation of passengers and Airport employees to and from the Airport;
- Consumption of energy and fuel by aerodrome service providers and the lessee's of the Airport's grounds and the terminal;
- Consumption of fuel by aircraft;
- Icing protection treatment of aircraft, wastewater treatment.

## SCOPE 1 2 AND 3 EMISSIONS IN 2021





# BREAKDOWN OF SCOPE 1, 2, AND 3 EMISSIONS IN 2021

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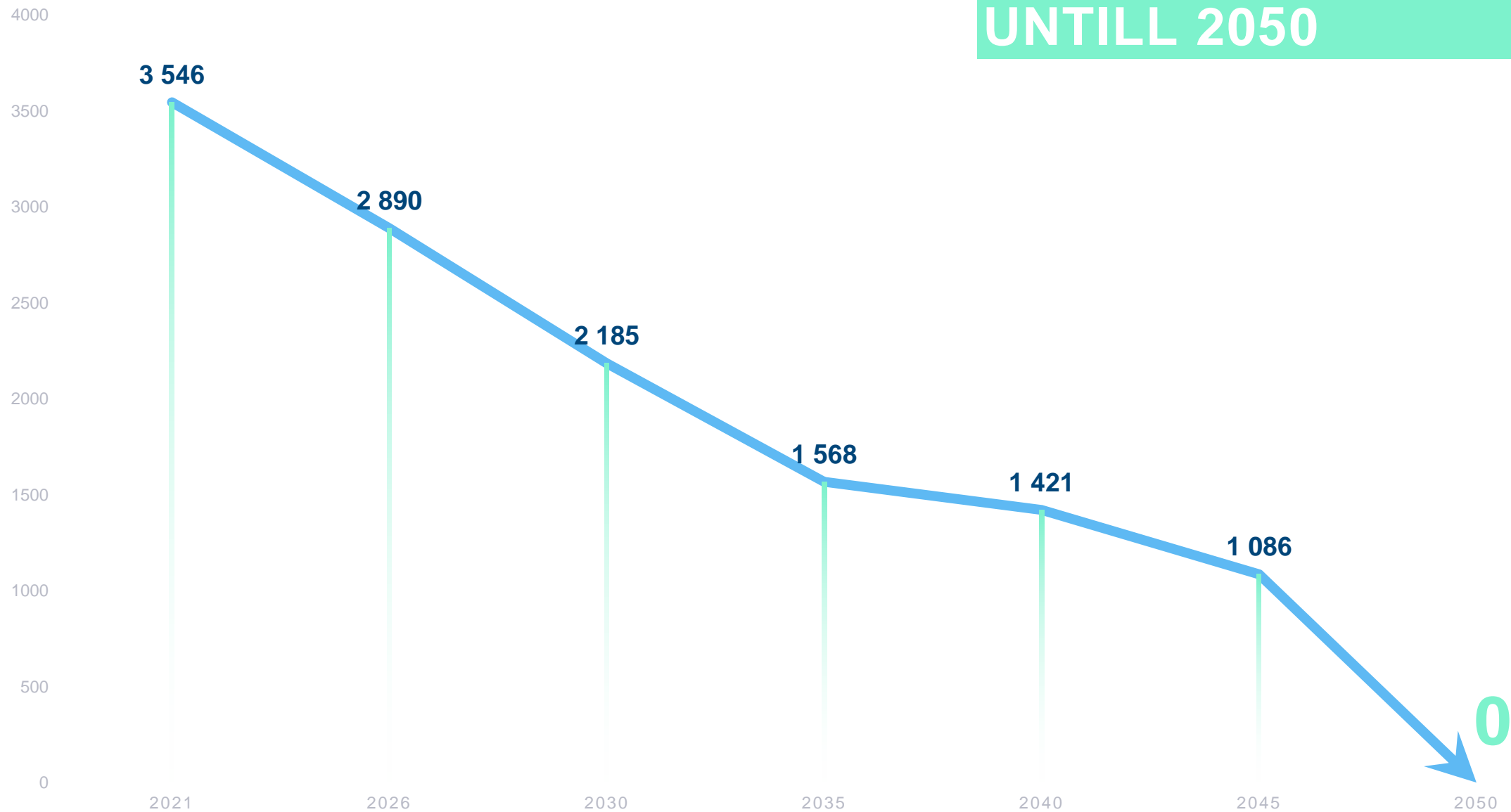
- Scope 1 and 2 emissions, which the Airport can influence directly, make up a relatively small part of the Airport's total emissions.
- In 2021, the Airport generated a total of **289,052 t CO<sub>2</sub>** in emissions.
- Scope 1 and 2 emissions accounted for **3546 t CO<sub>2</sub>** in 2021, with **285,506 t CO<sub>2</sub>** in Scope 3 emissions.
- The consumption of electricity and fuel are the biggest sources of Scope 1 and 2 emissions at the Airport. Other important sources include the consumption of heat energy consumption and the icing protection treatment of various surfaces. The use of cooling agents and stationary diesel generators is a minor source.
- The most significant source of Scope 3 emissions for the Airport is the consumption of fuel by aircraft.

# TRANSITION TO NET ZERO

## PRINCIPLES



# EMISSION REDUCTION UNTILL 2050



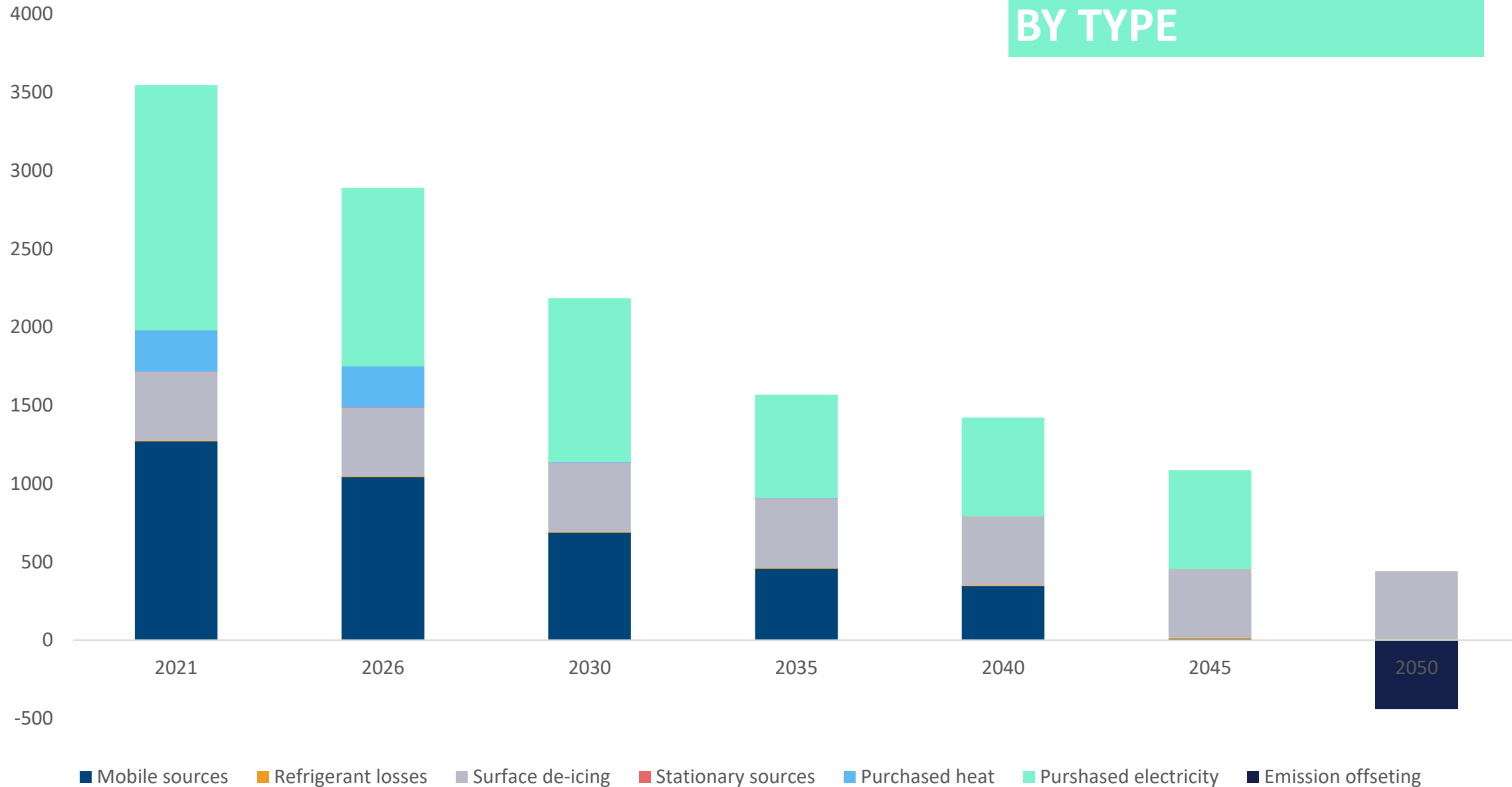
# EMISSION REDUCTION PLAN

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- Gradual reduction of CO<sub>2</sub> emissions by 2035. The largest amount of reduction will be achieved by lowering the CO<sub>2</sub> emissions from the consumption of electricity. A significant reduction in CO<sub>2</sub> emissions is also expected to occur in the use of fuel and the production of heat energy, through the transition to alternative sources of energy.
- The reduction of emissions by 2035 is relatively easy to implement because the technologies necessary already exist and are available, including solar panels, electric buses, electric GPU, etc. A greater challenge will be to reduce emissions after 2035, given that it is impossible to predict technological advances, as well as the availability and the cost of technology.



# EMISSION REDUCTION BY TYPE



# REDUCTION OF EMISSIONS BY 2050

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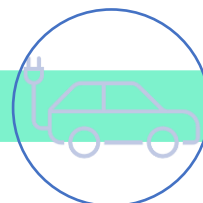
- The Airport plans to offset its CO<sub>2</sub> emissions from icing protection and cooling agents, as well as any remaining CO<sub>2</sub> emissions that will be impossible to reduce, with measures improving CO<sub>2</sub> capture (the planned amount of CO<sub>2</sub> emission offsets is **~442 t CO<sub>2</sub>**).
- Taking into account current developments and innovations, it is planned to regularly revise the **NET ZERO** road map and to make necessary adjustments along with the implementation of the activity plan.

# PRINCIPLES

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Production of heat energy using renewables



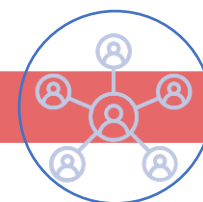
Transition to vehicles powered by alternative sources of energy



Generation of electricity from renewables



Appropriate power grid



Work with stakeholders

# GENERATION OF HEAT ENERGY FROM RENEWABLES

**M** Replacement of the gas-fired heating boiler with a woodchip or pellet-fired boiler

**E**

**A**

**S**

**U**

**R**

**E**

**S**

Improvements in the energy efficiency of existing buildings





# ALTERNATIVE FUEL TRANSPORT

Replacement of conventional buses with electric ones by 2025

M

Gradual transition of cars to alternative fuels by 2035

E

A

Transition of specialised vehicles to alternative fuels by 2050

S

U

Provision of sufficient charging capacity (electric charging devices) to speed up the transition to green mobility

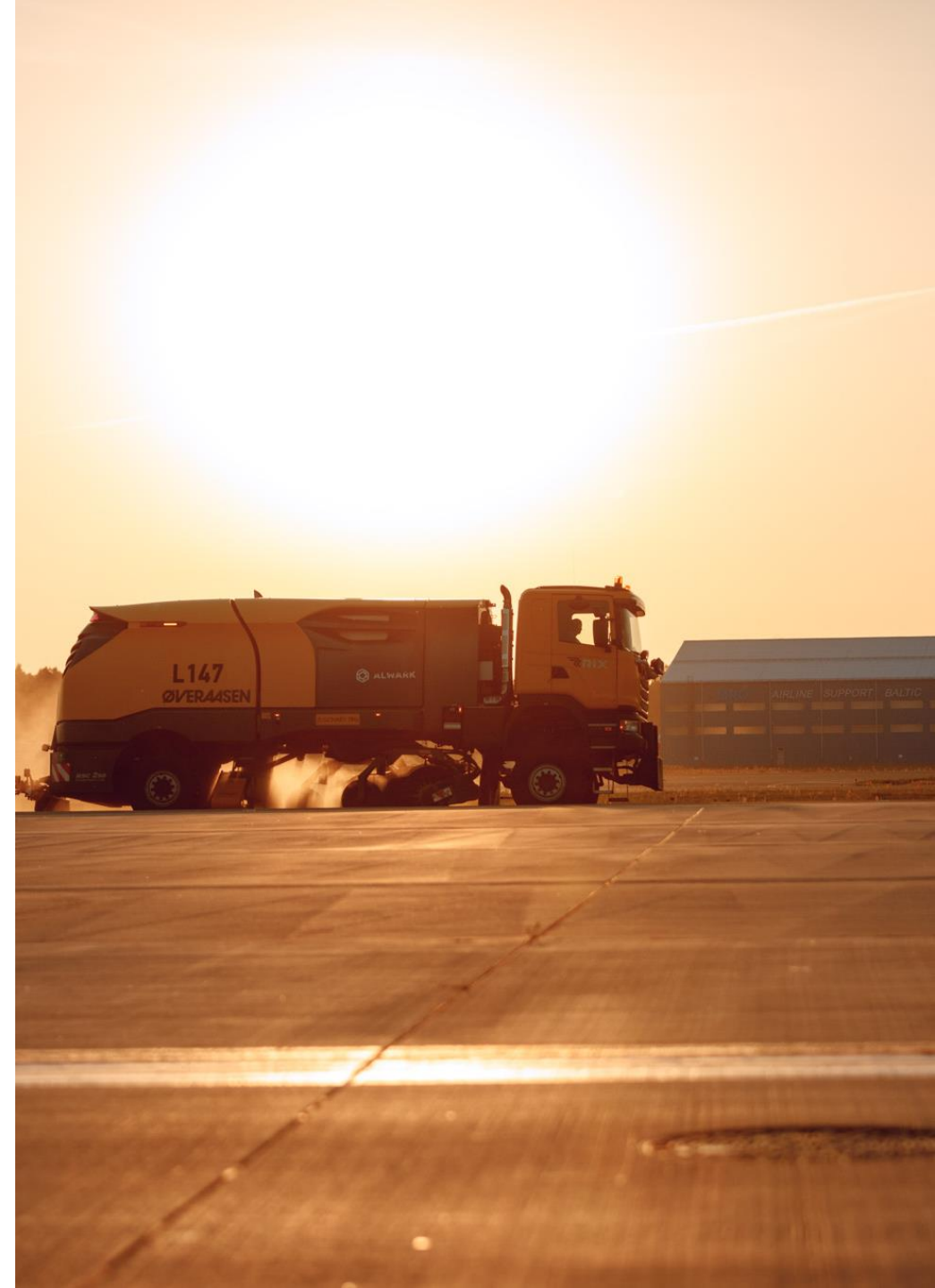
R

E

Replacement of diesel GPU with FPU and electric GPU by 2030

S

Expansion of intermodal capacity with public transit options and encouraging bicycle use



# GENERATION OF ELECTRICITY FROM RENEWABLES

Construction of a solar farm of 7 MW by  
2035

M

E

A

Installation of vertical wind generators by  
2030

S

U

R

E

CO<sub>2</sub> capture measures in 2050

S



# EFFICIENT USE OF ENERGY

Transition to efficient LED in platform and runway lighting by 2025

M  
E  
A  
S  
U  
R  
E  
S

Further improvements in energy efficiency

Renovation of existing buildings





# POWER GRID

**M** Modern power grid that is appropriate  
**E** for the demand

**A**  
**S**

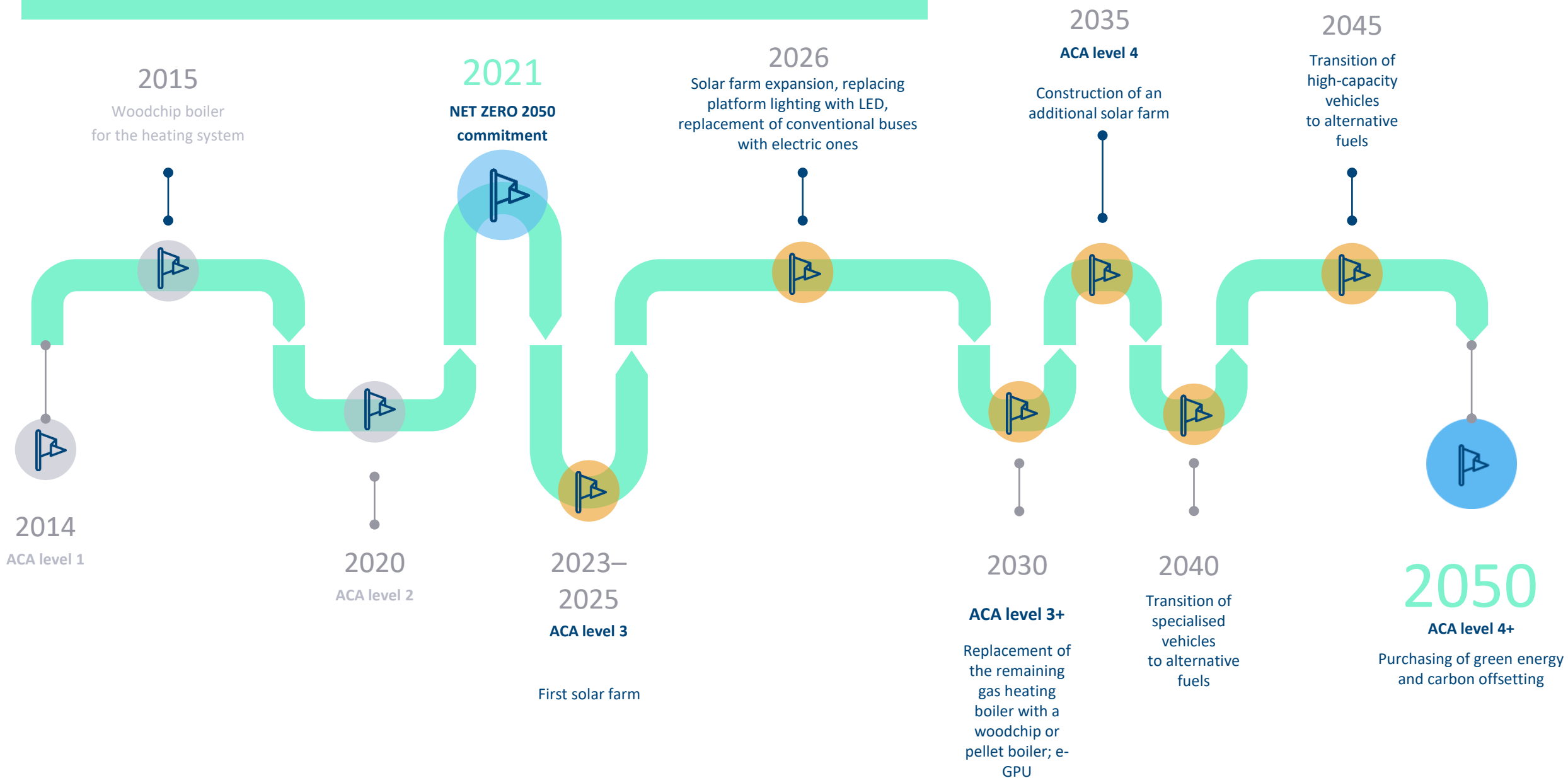
**U**  
**R**  
**E**  
**S**

Development of the power grid to  
optimally manage electric power at the  
Airport by balancing supply and demand



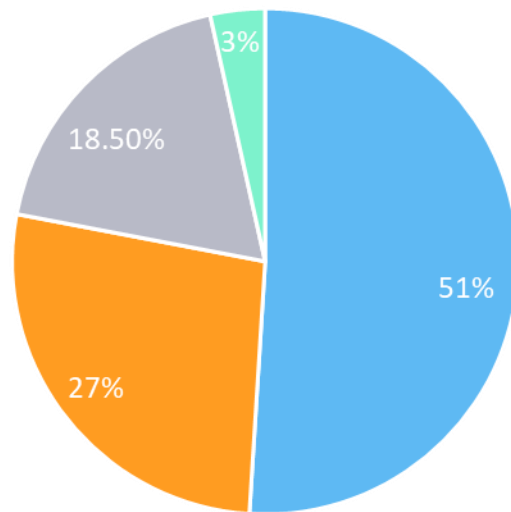


# KEY MILESTONES



# WORK WITH STAKEHOLDERS

Although the Airport seeks to achieve the NET ZERO goal in its operations, **creating synergies with its stakeholders** is also important as this will help combat the effects of climate change.



■ Privātais transports ■ Taksometri ■ Autobusi ■ Citi

2021 ASQ survey data show that to get to the Airport, passengers use **private vehicles (51%)**, cabs (27%), bus (18.5%), and other modes (3%).



# WORK WITH STAKEHOLDERS

Cooperate and participate in the construction of the *Rail Baltica* railway station

M

E

A

S

U

R

E

S

Encourage the use of electric vehicles by creating suitable charging infrastructure

Pursue broader use of car-sharing

Work with public transit service providers to improve the accessibility of the Airport using low-emission or zero-emission vehicles

Collaborate with local governments in developing appropriate cycling and micro-mobility infrastructure





# UN SUSTAINABLE DEVELOPMENT GOALS

In 2015, the UN General Assembly adopted the resolution 'Transforming our world: the 2030 Agenda for Sustainable Development' (the '2030 Agenda'). It defines 17 Sustainable Development Goals (SDGs) and 169 sub-goals to reduce global poverty and make the development of the world sustainable.

The Airport has been reporting its sustainability indicators in accordance with *Global Reporting Initiative* standards for several years.

**The Airport's road map for NET ZERO emissions focuses on managing carbon and reducing carbon emissions and helps achieve the following UN Sustainable Development Goals in the fight against climate change:**







AIRPORTS COUNCIL  
INTERNATIONAL

# 29<sup>TH</sup> ACI EUROPE Annual Assembly & Congress

25-27 June 2019  
Park Lane Resort & Spa  
Limassol, Cyprus



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