

Climate Change Report 2006

Objective: "We will continue to reduce emissions of carbon dioxide (CO₂). Our aim is for the site to be carbon neutral for energy use and vehicle fuel by 2015".

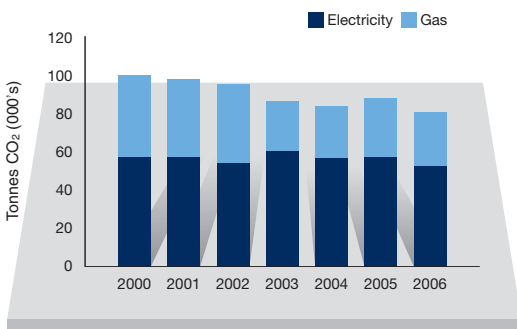
Our Environment Plan to 2030 sets out our policies and targets for controlling environmental impacts associated with the Airport's activities. This report presents progress against those targets and actions.

Climate change has been described as the most serious problem we are facing today. The aviation industry contributes a few percent of the global emissions causing climate change. Although Manchester Airport doesn't operate aircraft, significant progress has already been made in reducing the Airport's emissions of carbon dioxide, the main gas causing climate change.

Indeed, Manchester Airport has embarked on an ambitious aim to make all its Airport operations carbon neutral as soon as possible. Creating carbon neutral airports has never been done in the UK before. Manchester Airport recognises that it is a long and complex journey but it has already taken some small but significant steps towards the ultimate goal.

Carbon Neutrality

Our aim of carbon neutrality is based on the principles of reducing our need for energy in the first instance, then using that energy as efficiently as possible, moving to renewable energy sources and finally, off-setting any remaining emissions. We will also work with our Service Partners to reduce their CO₂ emissions.

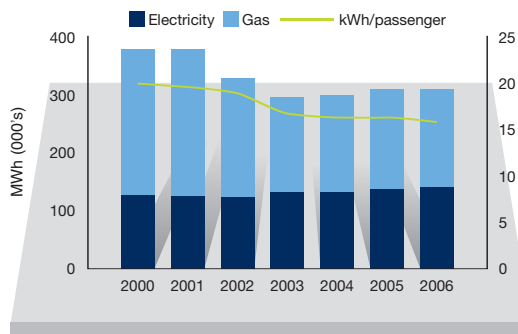


Manchester Airport site emissions from energy use

Airport vehicles fuel-use is included in our carbon neutral aim. We are collating up-to-date data to report these emissions for 2006.

Energy Use

308,508,003 kWh of energy was used across the Airport site in 2006. Of the total energy used across the Airport site, approximately 50% is used in areas directly controlled by Manchester Airport.



Manchester Airport site energy

There are several factors that determine how much energy we use each year. The weather is one. Another factor we must consider is our CHP – combined heat and power station. How much we use the CHP varies each year and this effects our energy use.



We will be carbon neutral for energy use and vehicle fuel, across the site, by 2015.



The Airport site CO₂ emissions from energy use were 76,962 tonnes in 2006.



We will reduce energy use in the areas of the Airport that we control by 25% compared to 2000 levels.

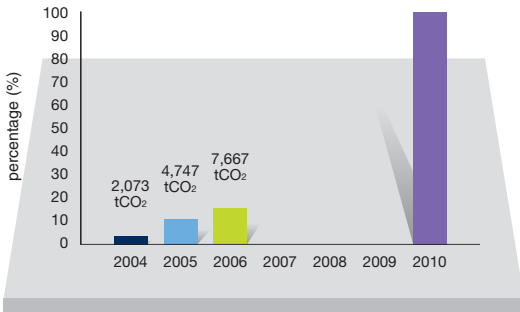


Energy use in 2006 was 308,508,003kWh for the site, 15% less than in 2000.

Renewable Electricity

Renewable electricity comes from sources such as wind turbines and hydroelectric power stations. These sources of electricity are zero-rated for CO₂.

We have been increasing the amount of electricity we buy from renewable sources since 2004. We aim to meet our target through a mixture of on-site generation (such as photo-voltaics), off-site generation and green tariff supply.



Renewable electricity

The renewable energy we used in 2006 saved 7,667 tonnes of CO₂. We pay a premium to buy renewable electricity.

2006 Actions and Progress

We have already made a lot of progress on managing our CO₂ emissions. We have previously reported on our successful efforts to improve energy efficiency, purchase renewable electricity and promote public transport as an alternative to using the car. Further steps taken in 2006 are outlined below.

Deliver savings of £800,000 (8% of our energy budget) through energy efficiency measures.

In June, as part of World Environment day, over 40 staff made over 100 suggestions on how we could reduce the Airport's £12.6 million energy and water bill. These savings were in addition to the ongoing work of our Engineering, Procurement and Environment teams. Savings of £807,000 were made (financial year April 2006/March 2007).

Develop a new climate change policy.

The climate change issue has evolved rapidly over recent years and we have developed our climate change policies in our new Environment Plan. Our climate change policies cover energy use, site vehicles, staff and passenger journeys and aircraft. The Environment Plan to 2030 will be published in 2007.

Take a proactive role in helping the aviation industry as a whole to make further CO₂ emission reductions.

We have continued to lobby for and support aviation entering the EU Emissions Trading Scheme at the earliest opportunity. This year we made representation to the Environmental Audit Committee to this end.

In 2006 we began several research projects with the Environmentally Friendly Airport ATM Systems (EFAS) project looking at reducing emissions from aircraft on the ground.

Focus for 2007

The main areas of work in 2007 will include the following:

- Find another £600,000 of savings through energy efficiency measures;
- Increase the percentage of renewable electricity that we purchase;
- Update CO₂ emissions data for surface access journeys;
- Update CO₂ emissions data for Airport site vehicles;
- Carry out an inventory of the 5 non-CO₂ Kyoto Protocol gases.



100% of the electricity used on-site will be from renewable energy sources by 2010.



14% of the electricity used in 2006 came from renewable sources.

2006