

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA – POLICY & STAFF BRIEFING

Item No.	<u>6b</u>
Date of Meeting	<u>March 25, 2008</u>

DATE: September 14, 2007

TO: Mr. Tay Yoshitani, Chief Executive Officer

FROM: Michael Feldman, Deputy Managing Director, Aviation Division
Elizabeth Leavitt, Director, Aviation Environmental Programs
Russ Simonson, Senior Environmental Program Manager

SUBJECT: An independent report inventorying Seattle-Tacoma International Airport's (Sea-Tac) greenhouse gas emissions. Included in the inventory are emissions that are associated with airline/tenant operations and passenger airport access.

PURPOSE

The purpose of this presentation is to provide an overview of Sea-Tac's recently produced inventory of greenhouse gas emissions. Synergy Consultants, Inc. and BridgeNet International prepared a report that quantified the greenhouse gas emissions associated with Sea-Tac. Ownership and control of the emissions are segregated for Port of Seattle, Airline/Tenant, and the Public.

BACKGROUND

Air emissions and air quality are an ever increasing issue of interest for airports and their communities. Regulated emissions such as nitrous oxides, particulate matter, and carbon monoxide have affected how the Port of Seattle has managed its business decisions and practices in the past and they will certainly do so in the future. The impact that greenhouse gases (GHGs) have as a non-regulated emission may actually have a greater influence on Sea-Tac operations than those with codified limits. Uncertainty in what lies ahead for a carbon dioxide (CO₂ equivalence) constrained world contribute to the potential impact.

It is the uncertainty of how GHGs will be handled in a regulatory and/or social manner and how ownership of GHG emissions will be assessed that contribute to potential airport impacts. The lack of regulations has also created a phenomenon where there is less scrutiny on industry (i.e. engine manufacturers and power companies) to reduce emissions while increasing pressure on the individual consumer to reduce their GHG footprint. These individual consumers are the Port's largest stakeholder.

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Recent press has described aviation as the fastest growing source of GHGs. Currently 3% of global GHG is assessed to aviation with a prediction that it will be 6% by 2025. Regardless of who ultimately “owns” these emissions, there will be an impact on airport operations.

While a greenhouse gas inventory protocol has not been developed for the airport setting, protocols have evolved from a number of entities. Sea-Tac’s consultant, Synergy Consultants, Inc., has developed a comprehensive worksheet that takes into account the various source categories operating at Sea-Tac. The sources are the Port of Seattle, Airlines/Tenants, and the Public.

Given our organizational boundaries, the operational boundary for the Aviation Division was defined as the Port-owned land at Sea-Tac Airport. Because of the visibility of aircraft and their emissions within the physical boundaries of the Airport, as well as other activities by tenants, attempts were made to capture the emissions with those activities and note that they are owned and or controlled by airlines/tenants. In addition, because of the high amount of on-road vehicular travel associated with passengers using the airport, emissions from these sources were also quantified based on the information available, but noted as associated with public (private) activities. The inclusion of these emissions provides further information about airport-related activities and their emissions.

The adage “what is measured can be managed” is appropriate in this context. This thorough and specific GHG inventory and worksheet will help Sea-Tac support, and advocate for, projects that can lessen the global climate change aspects of operating an airport.

The direction and support given by Commission, Executive and Senior Management to be the “cleanest, greenest, and most energy efficient port in the nation,” is the reason that Sea-Tac is one of the first airports to have completed a comprehensive GHG inventory.

PROGRAM STATUS

This presentation of the *Port of Seattle Greenhouse Gas Inventory – 2006* report is the official public release of the document.

ENVIRONMENTAL BENEFITS

The document and associated spreadsheet will be useful tools to track and manage Sea-Tac programs, operations, and services as they pertain to, and impact, global climate change aspects of operating an airport. The report, and our commitment to the process of developing it, supports our strategy to exhibit environmental stewardship through our actions.