



# **OFFSET GUIDANCE DOCUMENT**

## ***AIRPORT CARBON ACCREDITATION***

**DECEMBER 2023**

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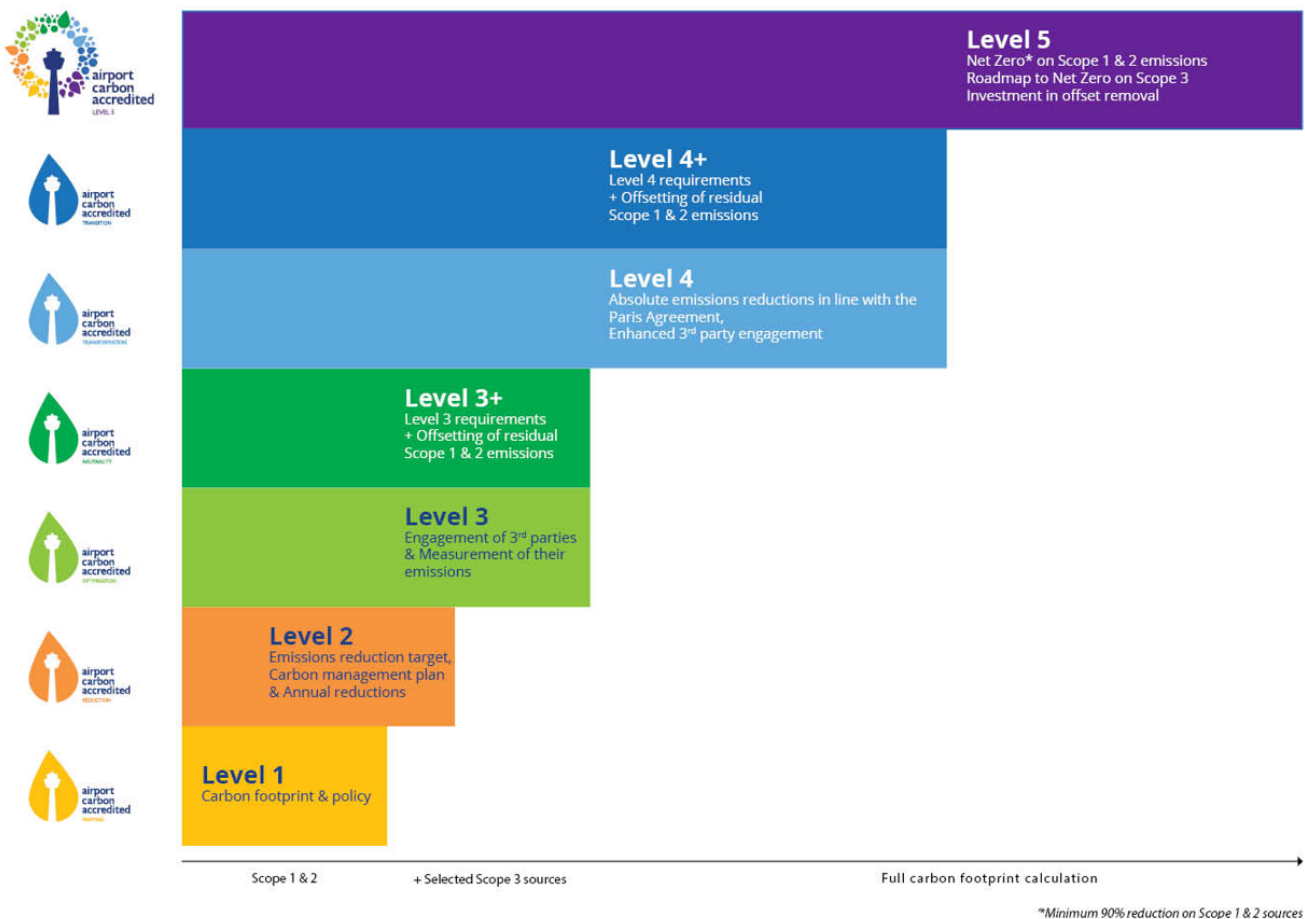
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# 1 Overview

*Airport Carbon Accreditation* is the global standard for carbon management in the airport industry. The aim is to encourage and enable airports to implement best practices in carbon management. It has been developed in line with international standards, including the Greenhouse Gas Protocol and ISO 14064, and is reviewed and updated accordingly as these standards evolve.

Airports can participate at one of five progressively stringent levels of accreditation: Level 1-Mapping; Level 2-Reduction; Level 3-Optimisation; Level 4-Transformation; and Level 5. Airports at Level 3 and 4 can choose to offset their residual emissions (through offset reductions and/or removals), thereby achieving Level 3+ (Neutrality) and 4+ (Transition) respectively. At Level 5, a key requirement is to achieve net zero for Scope 1 and 2 emissions, with a minimum of 90% own reductions and applying credible offset removals for the residual emissions. Figure 1 summarises the main requirements at each accreditation level.

**Main Requirements of Airport Carbon Accreditation**



As Levels 3+, 4+, and 5 require actions outside the direct control of airports, this Offset Guidance Document has been developed to inform and guide airports about offset reduction and removal options, requirements, and recommendations as well as to provide practical support through dedicated offset procurement guidelines. This document is based on studies by South Pole (2022) on offset removals and ECOFYS (2018) on offset reductions as assigned by ACI Europe, as well as a

review of recent developments regarding offsets.<sup>1</sup> The *Airport Carbon Accreditation* Task Force reviewed and approved this Offset Removal Guidance Document.

Section 2 defines the key terms while Section 3 presents the quality criteria for offsets. Sections 4 and 5 introduce the requirements and recommendations for offset reductions and offset removals respectively while Section 6 introduce some additional useful information. The Appendices describe offset reduction projects and present the procurement guidelines.

***Note: For airports at Levels 3+ and 4+ all Sections are applicable. For airports at Level 5, Section 4 is not applicable as it refers to offset reductions which are not permissible.***<sup>2</sup>

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<sup>1</sup> South Pole, *“Final report: Understanding and Holistically Assessing Negative-Emissions Technologies (NETs),”* 2022; ECOFYS, *“Offset Instruments and Projects,”* 2018.

<sup>2</sup> In case a Level 5 airport wishes to voluntarily offset Scope 3 emissions, then it can use offset reductions. In such a case Section 4 is applicable.

## 2 Definition of Terms<sup>3</sup>

The key definitions used in this document are listed below:

1. **Carbon Neutral:** Condition in which during a specified period there has been no net emission of greenhouse gases (GHGs) to the atmosphere as the carbon footprint of the subject has been counterbalanced by offsetting.<sup>4</sup>
2. **Net Zero:** Condition in which human-caused residual GHG emissions are balanced by human-led removals over a specified period and within specified boundaries.
3. **Offset:** Emissions reduction or removal resulting from an action outside the organisation's boundaries, used to counterbalance the organisation's residual emissions.<sup>5</sup>
4. **Residual Emissions:** Unabated GHG emissions remaining after implementing all technically and economically feasible GHG emission reductions.
5. **GHG Emissions Reduction:** Quantified decrease in GHG emissions specifically related to or arising from an activity between two points in time or relative to a baseline.
6. **GHG Removal:** Withdrawal of a GHG from the atmosphere as a result of deliberate human activities.
7. **GHG Programme:** Voluntary or mandatory international, national, or subnational system or scheme that registers, accounts, or manages GHG emissions, GHG removals, GHG emission reductions or GHG removal enhancements.
8. **GHG Project:** A specific project or activity designed to achieve GHG emission reductions, storage of carbon, or enhancement of GHG removals from the atmosphere. GHG projects may be stand-alone projects, or specific activities or elements within a larger non-GHG related project.
9. **Public Registry:** Information system that makes available to interested parties details of carbon credits issued.

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<sup>3</sup> The definitions are listed as per logical sequence and not alphabetically. The purpose is to provide a better understanding of the overall framework for offsets. The sources are ISO 2022, "Net Zero Guidelines, Accelerating the Transition to Net Zero," IWA 42:2022(E); ISO/DIS 14068(en) "Greenhouse gas management and climate change management and related activities — Carbon neutrality;" and Greenhouse Gas Protocol, "Land Sector and Removals Guidance, Part 2: Calculation Guidance, Supplement to the GHG Protocol Corporate Standard and Scope 3 Standard," Draft for Pilot Testing and Review, (September 2022).

<sup>4</sup> Carbon offsets are used after GHG emission reductions and GHG removal enhancements have been made. GHG removal enhancements refer to quantified absolute increase in GHG removals within the boundary of the subject between two points in time or relative to a baseline.

<sup>5</sup> Offsets are usually represented by a credit (i.e., tradeable certificate representing the mitigation of a specified amount of GHG emissions) that has been retired or cancelled in a registry by or on behalf of the organization that is seeking to counterbalance residual GHG emissions. A registry is a platform that allows organizations to track, manage and trade GHG emissions. Only offsets that are removals can be used to counterbalance residual emissions to achieve net zero.

10. **Requirement:** Any specification which airports shall comply with in accordance with the provisions of this document.

11. **Recommendation:** Any specification which airports may wish to comply with in accordance with the provisions of this document.

### 3 Quality Criteria

In order to ensure that offsets are of high quality they should meet the following criteria:

**Real:** The GHG emission reductions or removals claimed to have been achieved are proven to have been generated by the offset project (i.e., credits cannot be issued for reductions or removals that are yet to occur).

**Additional:** The offset project is additional if the emission reductions or removals would not have occurred in the absence of the project and the revenue from selling offsets.

**Measurable:** The volume of emissions reductions or removals achieved by the offset project can be quantifiable with minimal error.

**Verifiable:** The volume of credit-generating emission reductions/removals must be verified by a neutral, third-party auditor under the verification requirements specified by the offset standard.

**Permanent:** The offset project must take necessary measures to avoid the recurrence of GHG emissions that could be generated unintentionally by the offset project activities or technologies. For offset projects with a high risk of GHG emissions recurrence, such as agriculture, forestry, and other land-use (AFOLU), risk assessments and 'safeguard measures' must be put in place to avoid this risk.

**Unique:** The offset project must not be registered under multiple offset standards and the GHG emissions reductions/removals must not be issued or claimed by multiple offset standards and/or multiple actors.

## 4 Offset Reductions

There is a large diversity of offset reductions, ranging from geothermal and cookstove projects to transport and fuel switching initiatives. The environmental quality of offset reductions mainly depends on the project type. *Airport Carbon Accreditation* is introducing the following requirements and recommendations for offset reductions to ensure that the programme evolves in line with the latest international developments, maintains its credibility, and maximises effectiveness.

### 4.1 Requirements

#### 4.1.1 Airports shall choose offset reduction projects from specific programmes.

Rationale: Only the most established and credible offset programmes that meet strict methodological and quality criteria are eligible under *Airport Carbon Accreditation*. Airports shall choose projects from the following list:

1. Verified Carbon Standard
2. Gold Standard
3. Climate Action Reserve
4. American Carbon Registry
5. UK Woodland Carbon Code (for UK-based airports only)
6. Label Bas Carbone (for French airports only)

#### 4.1.2 Airports shall not choose offset reduction projects with a high risk of low environmental quality.

Rationale: For some projects there are inherent concerns with respect to additionality, calculation and permanence of emission reductions, leakage risk, and negative externalities. Therefore, offset reduction projects listed in Table 1 are not eligible. Appendix I provides a short indicative description for each of these projects.

**Table 1**  
**Non-Eligible Offset Reduction Projects**

<ul style="list-style-type: none"><li>• Nuclear energy</li><li>• Fuel switching</li><li>• Industrial gases HFC &amp; N<sub>2</sub>O</li><li>• Coal mine methane</li></ul>
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① On an exceptional basis, if an airport believes that it has identified a high-quality project from Table 1, it should contact the Administrator and provide evidence demonstrating that the project complies with the offset quality criteria set out in Section 3. Airports shall not purchase offsets from such projects before providing relevant evidence and verifying with the Administrator that they meet the quality criteria and can be accepted.



### 4.1.3 Airports shall publicly provide a minimum set of information about offset reductions.

**Rationale:** In order to verify compliance of the airport with relevant requirements and for transparency reasons, the airport shall provide the following information to the Administrator and shall also place it on their public website and/or other public outlets (e.g., reports):

- Carbon footprint (Scope 1, Scope 2, Scope 3)
- Offset reduction target
- Baseline year & carbon footprint
- Amount of offset reductions
- Offset programme
- Project type & name
- Short project description
- Identification number
- Certificate
- Methodology/Certification standard
- Proof of offset reduction retirement
- Web link

## 4.2 Recommendations

### 4.2.1 Airports are encouraged to consider the varying degrees of confidence in the quality of eligible offset projects.

**Rationale:** Offset reduction projects not included in Table 1 are accepted under *Airport Carbon Accreditation*. However, airports should note the variability in the quality of these projects (Table 2). Airports are advised to always request evidence from their offset supplier that the project is of high quality (e.g., project design documents, monitoring reports). This information can provide additional validated evidence regarding environmental integrity and externalities. Appendix I provides a short indicative description for each of these projects.

**Table 2  
Medium & Higher Confidence Offset Reduction Projects**

Medium Confidence	Higher Confidence
<ul style="list-style-type: none"> <li>• Industry efficiency (including waste heat/gas recovery &amp; blended cement)</li> <li>• Transport</li> <li>• Large-scale conventional renewables (wind, hydro-dam, solar-grid-connected)</li> <li>• Forestry and land-use (including agriculture)</li> </ul>	<ul style="list-style-type: none"> <li>• Efficient lighting</li> <li>• Biogas</li> <li>• Methane from landfills</li> <li>• Small solar (off-grid)</li> <li>• Small hydro (run-of-river)</li> <li>• Geothermal</li> <li>• Biomass</li> <li>• Cookstoves</li> </ul>

#### **4.2.2 Airports are encouraged to use offset reductions that have been issued within 5 years prior to the occurrence of the airport GHG emissions to be compensated.**

Rationale: Offset reductions that remain unsold in the market for a longer period may originate from projects with low credibility. In addition, long vintage periods may indicate that the project depends less on offset revenue, which raises additionality concerns.

#### **4.2.3 Airports are encouraged to choose projects with co-benefits.**

Rationale: Co-benefits refer to any positive impacts beyond the ones related to greenhouse gas reduction, such as social, educational, economic, and environmental benefits. For example, offset reductions may lead to local air quality, biodiversity, as well as employment benefits for the local community. As sustainability represents a key pillar of airport operations, selecting offset reductions with co-benefits and/or establishing links with the Sustainability Development Goals, can demonstrate the leadership role of airports. Furthermore, airports are encouraged to select projects that have been certified by “add on” certification schemes that certify the co-benefits achieved by the projects, such as the Climate, Community & Biodiversity Standards (CCBS) and Social Carbon (SC).<sup>6</sup>

#### **4.2.4 Airports are encouraged to seek assurances that the emission reductions associated with their offset projects are not counted twice.**

Rationale: The Paris Agreement requires robust accounting of internationally transferred units to avoid double counting. However, there are considerable challenges in this regard. Airports should be aware that double counting of emission reductions would occur when a single GHG emission reduction is counted more than once. Therefore, they are encouraged to request relevant documentation from the offset suppliers, such as host country approval letters (in which the host country assures that the offsets generated by a project are only counted once), proof of offset credit retirement (including certificate numbers), etc.

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<sup>6</sup> See: <https://www.offsetguide.org/understanding-carbon-offsets/carbon-offset-programs/add-on-standards>

## 5 Offset Removals

There are many different types of offset removals, each of which is associated with a number of benefits and challenges related to feasibility, effectiveness, social, economic, and environmental impacts, and co-benefits. At this stage *Airport Carbon Accreditation* focuses on six promising offset removal methods that can be grouped into one of the following three categories (Table 3):

1. Ecosystem-based: Methods that make use of naturally occurring processes to increase the uptake and storage of GHG emissions in carbon sinks; generally, those based on land but including oceans as well.
2. Engineered: Methods derived from human-developed processes to capture and store ambient GHG emissions.
3. Hybrid: Methods that make use of both ecosystem based and engineered GHG emissions removal technologies or cannot be easily classified into one or the other.

**Table 3**  
**Offset Removal Methods**

Category	Offset Removal Type	Definition
Ecosystem based	Afforestation (AR)	Afforestation is the planting of trees on land that had previously been unforested.
	Reforestation (RF)	Reforestation refers to the planting or regrowth of trees on land that had recently been forested.
	Soil Carbon Sequestration (SCS)	The removal and storage of CO <sub>2</sub> in soils via the improved management of land.
Engineered	Direct air capture (DAC)	The capture of CO <sub>2</sub> directly from ambient air via the use of chemical reactions.
	Enhanced weathering (EW)*	The acceleration of the process by which minerals absorb CO <sub>2</sub> via, for example, the pulverisation and spread of basalt on soil.
	Bioenergy with carbon capture and storage (BECCS)*	The production of heat, electricity, or biofuels with biomass, followed by the capture and storage of exhaust CO <sub>2</sub> underground. A distinction is made regarding BECCS with and without agricultural expansion.
Hybrid	Biochar (BC)*	The decomposition of biomass via high temperatures and mixing of resulting char in soil. A distinction is made regarding BC with and without agricultural expansion.

\*As mentioned in Section 5.2.3, EW, BECCS with agricultural expansion and BC with agricultural expansion should be avoided at this stage.

*Airport Carbon Accreditation* is introducing the following requirements and recommendations for offset removals to ensure that the programme evolves in line with the latest international developments, maintains its credibility, and maximises effectiveness.

## 5.1 Requirements

### 5.1.1 Airports shall choose offset removal projects from specific programmes.

**Rationale:** Only the most established and credible offset projects that meet strict methodological and quality criteria are eligible under *Airport Carbon Accreditation*. Airports shall choose projects from the following list:<sup>7</sup>

1. Verified Carbon Standard
2. Gold Standard
3. Climate Action Reserve
4. American Carbon Registry
5. Label Bas Carbone
6. Climate Partner
7. Nori
8. Patch
9. Puro Earth
10. Plan Vivo
11. Cool Effect
12. South Pole
13. S&P
14. New Zealand Emissions Trading Scheme

### 5.1.2 Airports shall publicly provide a minimum set of information about offset removals.

**Rationale:** In order to verify compliance of the airport with relevant requirements and for transparency reasons, the airport shall provide the following information to the Administrator and shall also place it on their public website and/or other public outlets (e.g., reports):

- Carbon footprint (Scope 1, Scope 2, Scope 3)
- Offset removal target
- Baseline year & carbon footprint
- Amount of offset removals
- Offset programme
- Project type & name
- Short project description
- Identification number
- Certificate
- Methodology/Certification standard
- Proof of offset removal retirement
- Web link

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<sup>7</sup> The actors in the list play different roles (e.g., project developers, brokers, retailers, programmes) which may also evolve overtime.

## 5.2 Recommendations

### 5.2.2 Airports are encouraged to avoid the risk of reversals.

Rationale: Reversals (i.e., non-permanent reductions) represent a real risk of many offset removals. To avoid this risk airports are encouraged to reduce their emissions the most and then adopt a diversified portfolio of sustainable and ideally permanent removals. For example, they may want to consider the following order of preference in light of respective benefits and likelihood of permanence: Direct air capture (DAC), bioenergy with carbon capture and storage without agricultural expansion (BECCS no exp.), reforestation (RF), soil carbon sequestration (SCS), and biochar without agricultural expansion (BC no exp). They may complement these by other appropriate offset removals and/or develop their own offset removal projects. In all cases airports shall ensure the use of robust certification standards and methodologies. In addition, airports are encouraged to review the insurance mechanism associated with the offset removal they are using, may need to consider purchasing additional offset removals than required to meet their target, etc.<sup>8</sup>

### 5.2.3 Airports are encouraged to choose projects with co-benefits.

Rationale: Co-benefits refer to any positive impacts from the offset removals beyond the ones related to greenhouse gas removal, such as social, educational, economic, and environmental benefits. For example, offset removals may lead to local air quality, biodiversity, as well as employment benefits for the local community. As sustainability represents a key pillar of airport operations, selecting removals with co-benefits and/or establishing links with the Sustainability Development Goals, can demonstrate the leadership role of airports. Furthermore, airports are encouraged to select projects that have been certified by “add on” certification schemes that certify the co-benefits achieved by the projects, such as the Climate, Community & Biodiversity Standards (CCBS) and Social Carbon (SC).

### 5.2.4 Airports are encouraged to avoid enhanced weathering (EW), biochar with agricultural expansion (BC exp.), or bioenergy with carbon capture and storage with agricultural expansion (BECCS exp.) projects.

Rationale: The above programmes currently face uncertainties or have negative impacts from further agricultural expansion. For example, in the South Pole study, EW scores low in terms of economic and sustainability criteria, while BC exp. scores low in terms of sustainability and climate change effectiveness criteria.

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<sup>8</sup> See how carbon offset programmes address permanence at: <https://www.offsetguide.org/high-quality-offsets/permanence/how-carbon-offset-programs-address-permanence> accessed on 24/6/2023.

## 6 Additional Information

- a. In light of the evolving nature of the field of offsets, airports are encouraged to regularly review the latest developments and accordingly adapt their strategy.
- b. New offsets continue to be introduced. If an airport or other stakeholders (e.g., standard setting institutions) believe that another offset should be permitted under *Airport Carbon Accreditation*, they can raise the matter to the Administrator, who will consider the request in consultation with the Task Force and the Advisory Board. New programmes or projects will be required to demonstrate compliance with the provisions of this document.
- c. If airports wish to develop new projects that lead to offsets, these projects should be developed and certified as part of one of the approved programmes/standards.
- d. Airports should not purchase offsets which currently do not appear under this document, before having checked with the Administrator whether they will be accepted.
- e. In order to facilitate the offsetting procurement process, this document is introducing indicative procurement guidelines for offset reductions (Appendix II), which can be used in Requests for Proposals. These can be adjusted by airports to be also used for offset removals.

## Appendix I - Offset Reduction Projects Information

<b>Higher Confidence Projects</b>		
<b>Project</b>	<b>Typical Project</b>	<b>GHG Mitigation Action</b>
<b>Efficient Lighting</b>	LED lamps are sold at a reduced price or donated to households to replace incandescent lamps.	Displacement of less-efficient lighting by more-efficient technology and reducing GHG emissions from electricity production.
<b>Biogas</b>	Organic waste is treated by anaerobic digestion. The output is upgraded and used to replace natural gas in a natural gas distribution system.	Displacement of natural gas in a natural gas distribution system.
<b>Methane from Landfills</b>	Capture of landfill gas and its flaring and/or use to produce energy and/or use to supply natural gas consumers.	Destruction of methane emissions and/or displacement of a more-GHG-intensive service.
<b>Small Scale Solar (Off-Grid)</b>	Small-scale solar power generation by off-grid users (no connection to a reliable grid).	Displacement of electricity that would be provided by more-GHG-intensive means—e.g., diesel.
<b>Small Scale Hydro (Run-Of-River)</b>	Construction and operation of a new hydropower station that supplies electricity to the grid.	Displacement of electricity that would be provided to the grid by more-GHG-intensive means.
<b>Geothermal</b>	Construction and operation of a new geothermal power station that supplies electricity to the grid.	Displacement of electricity that would be provided to the grid by more-GHG-intensive means.
<b>Biomass</b>	Generation of power and heat in thermal power plants using biomass. Typical activities are new plant, capacity expansion, energy efficiency improvements or fuel switch projects.	Displacement of more-GHG-intensive electricity generation in grid or heat and electricity generation on-site. Avoidance of methane emissions from anaerobic decay of biomass residues.
<b>Cookstoves</b>	Distribution of efficient cookers to end-users that reduce the use of non-renewable biomass / Distribution of solar cookers to end-users that displace the use of non-renewable biomass.	Displacement of more-GHG-intensive, non-renewable biomass-fuelled applications by introducing efficient / renewable energy technologies.

<b>Medium Confidence Projects</b>		
<b>Project</b>	<b>Typical Project</b>	<b>GHG Mitigation Action</b>
<b>Industry Efficiency (Including Waste Heat/Gas Recovery &amp; Blended Cement)</b>	Waste heat/gas recovery where waste heat released from a manufacturing process is utilised to preheat raw materials in an existing or greenfield manufacturing facility / Waste gas released from a manufacturing process is used for heat production.	Displacement of fossil fuel used for heat production by recovered waste heat / gas that was vented/flared before.
	Blended cement where blending material (e.g., fly ash, gypsum, slag) is used to decrease the share of clinker in cement.	GHG emissions from clinker production are avoided due to less use of clinker.
<b>Transport</b>	Establishment and operation of rail-based or bus-based mass rapid transit systems in urban or suburban regions for passenger transport / Introduction and operation of new less-GHG-intensive vehicles (gas, electric, hybrid).	Displacement of more-GHG-intensive transportation modes by less-GHG-intensive ones / Displacement of more-GHG-intensive vehicles.
<b>Large-Scale Conventional Renewables (Wind, Hydro - Dam, Solar - Grid-Connected)</b>	Large scale wind, such as construction and operation of a new wind farm that supplies electricity to the grid.	Displacement of electricity that would be provided to the grid by more-GHG-intensive means.
	Large scale hydro (dam), such as construction and operation of a new hydropower station that supplies electricity to the grid.	Displacement of electricity that would be provided to the grid by more-GHG-intensive means.
	Large scale solar (grid connected), such as construction and operation of a new solar power station that supplies electricity to the grid.	Displacement of electricity that would be provided to the grid by more-GHG-intensive means.
<b>Forestry &amp; Land-Use (Including Agriculture)</b>	Change of rice cultivation practice at rice farm; Use of a genetically distinct type of seed for crops that will utilise nitrogen more efficiently.	Methane emission avoidance through reduced anaerobic decomposition of organic matter in rice cropping soils; Avoidance of N <sub>2</sub> O emissions from agricultural activity by reducing the amount of fertiliser used by the crop.
	REDD+ projects such as afforestation / reforestation of lands other than wetlands.	CO <sub>2</sub> removal by increasing carbon stocks in the following pools: above-ground biomass, below-ground biomass, optionally deadwood, litter, and soil organic carbon.



<b>Non-Eligible Offset Projects</b>		
<b>Project</b>	<b>Typical Project</b>	<b>GHG Mitigation Action</b>
<b>Nuclear Energy</b>	Construction and operation of new nuclear energy station that supplies electricity to the grid.	Displacement of electricity that would be provided to the grid by more-GHG-intensive means.
<b>Fuel Switching</b>	Switching from coal or petroleum fuel to natural gas in the generation of heat for industrial processes.	Reduction of GHG emissions by switching from carbon-intensive to a less-carbon-intensive fuel in the generation of heat.
<b>Industrial Gases (HFC &amp; N<sub>2</sub>O)</b>	HFC-23 from HCFC-22 production, for example by capturing and decompose HFC- 23 formed in the production of HCFC-22.	Instead of venting into the atmosphere, HFC-23 is decomposed using fossil fuel in a decomposition facility, resulting in CO <sub>2</sub> emissions.
	N <sub>2</sub> O from adipic acid production, for example by Installing catalytic or thermal N <sub>2</sub> O destruction at an existing adipic acid production plant.	Instead of venting into the atmosphere, N <sub>2</sub> O is decomposed using fossil fuel in a decomposition facility, resulting in CO <sub>2</sub> emissions.
	N <sub>2</sub> O from nitric acid production, for example by introducing N <sub>2</sub> O abatement measures in nitric acid plants.	Instead of venting into the atmosphere, N <sub>2</sub> O is destructed.
<b>Coal Mine Methane</b>	Capture and destruction and/or use of coal bed methane, ventilation air methane or coal mine methane from new, existing, or abandoned coal mine(s)	Destruction of methane emissions and displacement of more-GHG- intensive service.

## Appendix II - Procurement Guidelines

In order to facilitate the offsetting procurement process, this Appendix introduces indicative procurement guidelines, which can be used in Request for Proposals for offset reductions. Airports can adjust the contents and wording of these guidelines in accordance with their needs, conditions, legal provisions, etc. as well as for offset removals.

- **Purpose**

With this RFP [airport] requests information regarding your company and its products/services. The same information will be obtained from different companies and will be used to determine preferred suppliers.

- **Background**

[Airport] has achieved / aspires to achieve carbon neutrality and Level [3+ or 4+] under the *Airport Carbon Accreditation* programme. [Airport] would like to secure a supply of offsets for the next [x] years / enter into an agreement for a specified period with the possibility of extension / secure a one-time supply.

① Better pricing may be achieved through an engagement in a supply contract for multiple years. Also consider pooling offset demand with other airports.

- **Volume**

Suppliers are asked to quote on the basis that [airport's] carbon offset requirements will be around [x] tCO<sub>2e</sub> each year. This figure is based upon actual emissions between [Date] and [Date]. Actual requirements may vary, based upon energy and fuel use during [Year] as well as variation in the carbon intensity of energy and fuel used.

- **Prices**

[Airport] is willing to purchase offsets from one or more offset projects, however the requirements below apply to all elements of a potential blend. The average, or blended, price point must be less than [X] per tCO<sub>2e</sub>.

- **Quality criteria**

Offsets proposed must comply with the quality criteria mentioned in Section 3 (or additional ones selected by the airport) to ensure environmental and social integrity. Suppliers should provide all relevant documents to demonstrate compliance of offsets offered with these quality criteria. These include the project design document, monitoring reports and host country approval letter, if available. The supplier must ensure that emission reductions are not counted more than once (e.g., towards domestic emissions reduction targets).

- **Offset programmes**

Offsets must be independently verified under one of the following offset programmes:

1. Verified Carbon Standard
2. Gold Standard
3. Climate Action Reserve
4. American Carbon Registry
5. UK Woodland Carbon Code (for UK-based airports only)
6. Label Bas Carbone (for French airports only)

- **Co-benefits**

Suppliers are invited to point out any additional certification, such as the Climate, Community & Biodiversity Standards (CCBS) and Social Carbon (SC) labels. [Airport] prefers offsets from projects, which offer co-benefits and contribute to one or several of the United Nations Sustainable Development Goals (SDGs). Details of these benefits should be provided in the proposal pointing out how the project contributes to the achievement of the SDGs.

- **EU allowances**

Airports should not use EU allowances (EUA) used in the European Union Emissions Trading Scheme (EU ETS) as an offset for *Airport Carbon Accreditation*.

- **Projects**

When selecting offsets, suppliers shall take into consideration that the following offsetting projects are not eligible under *Airport Carbon Accreditation*:

1. Nuclear energy
2. Fuel switching
3. Industrial gases HFC & N<sub>2</sub>O
4. Coal mine methane

Furthermore, the table below lists projects with medium and higher confidence of compliance with the offsetting quality criteria. [Airport] will purchase offsets from projects that meet all the quality criteria. Offset suppliers shall provide evidence (e.g., project design documents, monitoring reports) that the proposed project is of high quality.

Medium Confidence	Higher Confidence
<ul style="list-style-type: none"> <li>• Industry efficiency (including waste heat/gas recovery &amp; blended cement)</li> <li>• Transport</li> <li>• Large-scale conventional renewables (wind, hydro-dam, solar-grid-connected)</li> <li>• Forestry and land-use (including agriculture)</li> </ul>	<ul style="list-style-type: none"> <li>• Efficient lighting</li> <li>• Biogas</li> <li>• Methane from landfills</li> <li>• Small solar (off-grid)</li> <li>• Small hydro (run-of-river)</li> <li>• Geothermal</li> <li>• Biomass</li> <li>• Cookstoves</li> </ul>

① Airports may decide to list preferred projects. Airports may also consider sourcing offsets from more than one offset project or to set up a portfolio with projects from different locations.

- **Project location**

[Airport] prefers offsets from projects that are located in the following regions/countries/provinces:

① Preferred project locations may be listed if preferences exist. The positive impact of co-benefits may be stronger if the offset project is hosted in a least developed country, at a community near the airport, etc.

- **Vintage**

Airports and verifiers should note that offsets greater than 5 years in age are discouraged. For additional assurance, airports may shorten the suggested timeframe further.

- **Registry**

Offsets must be retired on a public register in the name of [Airport]. Suppliers are asked to provide a link to the registry where projects are listed.

- **Company information**

Suppliers are requested to provide the following information:

1. Company name, registration number, address, web page
2. Company locations
3. Number of years in the market
4. Experience in this field and references
5. Supporting documentation and information regarding proposed offset projects and evidence for environmental and social integrity of emission reductions