About This Report

Purpose of the Report

Standards of Writing the Report
This report abides by the Environmental Report Guidelines of the Ministry of Environment and GRI G4, an internationally compiled report publication guideline, at core. Also, other guidelines that concern with Corporate Social Responsibility, such as ISO26000, UN Global Compact and ACI (Airports Council International) are incorporated to heighten our standard.

Period and Scope of the Report
This report is based on the low-carbon, Eco-friendly activities and performance of 2014 (between 1 January and 31 December). Data of crucial value have been presented with a 3-year record to effectively demonstrate the changes occurred. The report encompasses all business sites of Incheon Airport and certain data on partners and customers in the value chain, determined by the impact of Incheon Airport, are included.

Inquiries on the Report
Further questions and information regarding the content of this report can be found on Incheon Airport website and assistance can be sought through relevant departments.

Report Cover
It depicts the image of IIAC in harmony with the green environment standing on green buds, expressing its strong commitment to take the lead in becoming ‘a global leading low-carbon, eco-friendly airport.’

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Dear endeared stakeholders,

Since IIAC started its operations in 2001, it has steadily strived to grow into the world’s best airport, garnering various accolades and acclaims. It was ranked No. 1 worldwide by ACI (Airports Council International) in ASQ (Airport Service Quality) for ten consecutive years in 2014 as the first airport to do so. It also won the World’s Best Airport Award by the Global Traveler for 10 years consecutively. With the prize, the Incheon International Airport entered the Global Traveler Hall of Fame. As such, IIAC set new standards and directions to airport corporations around the world.

In today’s world where travel and movement have become so common, the airport industry is growing at a fast pace and requires prompt responses to diverse changing situations in the management environment. In particular, global warming and climate change impact the airport industry both directly and indirectly are important issues for global airports to come up with common solutions. Accordingly, IIAC is taking the lead in fulfilling environmental responsibilities and creating a sustainable society as “a global leading low-carbon and eco-friendly airport.”

IIAC faces an inevitable increase in the amount of energy used due to the yearly hikes in the passenger and flight volume, phase 3 construction and new construction of an accessory building and the growth of tenants at the airport. However, its proactive energy saving efforts took place by adopting the high-efficiency LED lighting, establishing an energy management system, introducing new and renewable energies including the photovoltaic energy, operating the AC-GPS (Aircraft Ground Power Supply) and a green carbon hub, and airport construction with green certification. As a consequence, IIAC exceeded the goal of the GHG & energy target management system by 3.1% in 2014. IIAC also set mid to long-term strategies to become a low-carbon, eco-friendly airport: sophisticating eco-friendly management, improving the energy efficiency, expanding the low-carbon operation and reinforcing the environmental resources management. As such, IIAC will further intensify the energy and GHG reduction endeavors, and successfully implement the GHG emission trading scheme that kicks off from 2015.

IIAC’s unwavering efforts and achievements enabled its winning of the 2014 Airports Going Green award from the American Association of Airport Executives (AAAE) and Chicago Department of Aviation for the first time as an East Asian airport. The Ministry of Trade, Industry and Energy and the Ministry of Environment awarded the Korea Green Management Award to IIAC for over three times for the recognition of its international competitiveness of domestic industries by disseminating and spreading green management. IIAC also won the presidential commendation in the climate response category of the Global Green Management Excellence Award, hinting at how its endeavors and feats have been fully recognized at home and abroad.

Just like its challenging ambitious of reclaiming the sea 20 years ago to make an airport bear the fruit of a hub airport in Northeast Asia, IIAC will strive further to become “a global leading low-carbon, eco-friendly airport.” We ask for your continued interest and encouragement.

Thank you.

Park Wan-su
CEO & President
Incheon International Airport Corporation

“IIAC will propose new standards and directions for growth, progress to become a low-carbon, eco-friendly airport.”
The purpose of establishment of Incheon Airport Corporation (IAC) is to facilitate air transportation and contribute to the development of the national economy through effective construction, maintenance, and operations of Incheon Airport by developing itself as a world-class airport corporation. Incheon Airport is making a big stride as a world-class airport since it opened. Currently, 88 airlines operate at the airport, covering 184 cities in 54 countries (as of December 2014). Thus, it is positioning itself as the hub of international air transportation in Northeast Asia.

## General Overview

**Date of Establishment**
February 1, 1999

**Headquarter location**
47, 424-gil, Goyang-si, Gyeonggi-do, Incheon

**Organization**
5 Divisions, 1 Office, 29 Groups, 1,146 Employees

**Annual Processing Capability**
420,000 Flights, 44,000,000 Passengers, 4,500,000 tons of Cargo

**Debt-to-equity Ratio**
8.1246 trillion KRW

**Asset**
8.1246 trillion KRW

**Capital**
3.6178 trillion KRW

**Sales**
1.6798 trillion KRW

**Net Profit**
6,184 billion KRW

**Debt-to-equity Ratio**
35.3

**Passengers**
35.3

**Cargo**
8.1246 million tons

**Operation/Service**
- Selected as the Best Airport by AXG for 30 consecutive years
- Awarded the World's Best Airport Award from Global Traveler for 10 consecutive years (as of the only airport in the Global Traveler 'Hall of Fame')
- Awarded as the Best Airport in the Pacific region at the TGT Tossel Award (for two consecutive years)
- Awarded as the World's Best International Transit Airport by Skytrax, a British agency
- Chosen as the World's Best Duty Free Shop by Business Traveler Magazine yearly revenue exceeding KRW 2 trillion for the first time as an international airport duty free shop

## Company Profile

IIAC initiates four main projects: ensuring safety and convenience, strengthening hub network, expanding new infrastructure and gaining trust and respect as public corporation. IIAC established four main strategies and strategies: ensuring safety and convenience, strengthening hub network, expanding new infrastructure and gaining trust and respect as public corporation. Accordingly, IIAC strives to achieve the goals for each initiative.

### Four Main Strategies

1. **Ensuring safety and convenience**
   - Continuously avoiding incident on-air operation
   - Continuously improving safety, security, andCreating key initiatives
   - Smart airport operations through cutting-edge ICT
   - Operations efficiency through innovation in resources allocation
   - Ensuring perfect safety & security

2. **Strengthening hub network**
   - 1.6798 trillion KRW
   - 10 million target passengers
   - 100% growth in late-night passengers
   - Improvement of accessibility to airport
   - Expansion of FSC-LCC link

3. **Improvement of accessibility**
   - 10 million transfer passengers
   - Improvement of terminal 2
   - Expanding new infrastructure
   - Construction and grand opening to become Asia's best hub airport
   - Facilitating new transit models through such public transportation and commercial facilities

4. **Amicable relationship with related parties**
   - One Man, One Goal system
   - Communication and forming amicable relationships
   - Operation of the ICIC man system

## Vision

**Incheon Airport, Loved by the World Airport Corporation, Trusted by the People**

**Corporate Vision and Goals**

IAC establishes a new vision and a strategy system titled ‘Jump-up 2017 0 to 5’ with a strong commitment to jump-up higher as a ‘Northeastern Asian hub airport’ and an expert group in the airport industry. In order to achieve ‘Incheon Airport, Loved by the World, and Airport Corporation, Trusted by the People,’ IAC established core initiatives to execute four strategy directions and strategies: ensuring safety and convenience, strengthening hub network, expanding new infrastructure and gaining trust and respect as public corporation. Accordingly, IAC strives to achieve the goals for each initiative.

**Four Main Strategies**

1. **Ensuring safety and convenience**
   - Continuously avoiding incident on-air operation
   - Continuously improving safety, security, and convenience
   - Smart airport operations through cutting-edge ICT
   - Operations efficiency through innovation in resources allocation
   - Ensuring perfect safety & security

2. **Strengthening hub network**
   - 1.6798 trillion KRW
   - 10 million target passengers
   - 100% growth in late-night passengers
   - Improvement of accessibility to airport
   - Expansion of FSC-LCC link

3. **Improvement of accessibility**
   - 10 million transfer passengers
   - Improvement of terminal 2
   - Expanding new infrastructure
   - Construction and grand opening to become Asia's best hub airport
   - Facilitating new transit models through such public transportation and commercial facilities

4. **Amicable relationship with related parties**
   - One Man, One Goal system
   - Communication and forming amicable relationships
   - Operation of the VIC man system

**Four Main Initiatives**

1. **In-sourcing key sectors and perfect safety & security**
   - Continuously avoiding incident on-air operation
   - Continuously improving safety, security, and convenience
   - Smart airport operations through cutting-edge ICT
   - Operations efficiency through innovation in resources allocation
   - Ensuring perfect safety & security

2. **Internalization of integrity**
   - Continuously avoiding incident on-air operation
   - Continuously improving safety, security, and convenience
   - Smart airport operations through cutting-edge ICT
   - Operations efficiency through innovation in resources allocation
   - Ensuring perfect safety & security

3. **Creative & innovative corporate culture**
   - Continuously avoiding incident on-air operation
   - Continuously improving safety, security, and convenience
   - Smart airport operations through cutting-edge ICT
   - Operations efficiency through innovation in resources allocation
   - Ensuring perfect safety & security

4. **Open-minded relationship with related parties**
   - Continuously avoiding incident on-air operation
   - Continuously improving safety, security, and convenience
   - Smart airport operations through cutting-edge ICT
   - Operations efficiency through innovation in resources allocation
   - Ensuring perfect safety & security

IIAC established core initiatives to execute four strategy directions and strategies: ensuring safety and convenience, strengthening hub network, expanding new infrastructure and gaining trust and respect as public corporation. Accordingly, IIAC strives to achieve the goals for each initiative.
Competitiveness of IIAC

IIAC was ranked No. 1 worldwide by ACI (Airports Council International) in ASQ (Airport Service Quality). IIAC has been the first ranker for 10 years from 2005 to 2014 in the ASQ Global Ranking. Its feat has been unprecedented by being No.1 in the Best Airport by Region and the Best Airport by Size for 10 years while topping the list as No.1 in the categories of ‘Best Airport in Asia-Pacific’ and ‘Best Big Airport (over 40 million passengers a year).’ As for the Best Big Airport category, its winning against the world’s prestigious airports including Singapore Airport and Beijing Airport is ever more significant since it has been first categorized into a big airport by enjoying the annual passenger volume of 40 million since 2013 in the evaluation.

Behind the background of the 10-year-long winning in ASQ, IIAC made the utmost efforts for 24/7 by 40,000 staff for such a long period of 10 years without any complacency. IIAC’s first rank in the service world without a single accident with about 340 million passengers, 24 million tons of cargo and 2.22 million flights has garnered even higher accolades abroad.

With IIAC heralding its name with the world’s best service, the global view towards IIAC has dramatically changed for the past decade. Director General Angela Gittens of ACI extended evaluation in the airport industry for 10 years, so serving as a new benchmark in airport service. IIAC has grown as a world-class brand by ranking first in ASQ which is known as the Olympics of the world’s airports. The ACI General Assembly is an annually held international gathering of the ACI, which is the only international body in the global airport industry. As the event was held in Korea for the first time, it could showcase Korea’s top-notch prestige in the world’s airport industry. Under the slogan of ‘Airport: Serving the Customer and the Community,’ the ACI General Assembly had the presence of the world’s airport experts. It was a meaningful gathering where balanced growth of global airports and measures for sustainable development were sought and shared, grabbing the attention across the world.

IIAC organized the 2014 World Annual General Assembly of the Airports Council International (ACI) known as the Olympics of the world’s airports. The ACI General Assembly is an annually held international gathering of the ACI, which is the only international body in the global airport industry. As the event was held in Korea for the first time, it could showcase Korea’s top-notch prestige in the world’s airport industry. Under the slogan of ‘Airport: Serving the Customer and the Community,’ the ACI General Assembly had the presence of the world’s airport experts. It was a meaningful gathering where balanced growth of global airports and measures for sustainable development were sought and shared, grabbing the attention across the world.

Setting competencies and competitiveness as Northeast Asian air cargo hub

The ‘TIACA’s Air Cargo Forum’ was organized by IIAC as the world’s largest cargo and logistics forum, dubbed as the Fair of Air Cargo. It marked its 27th year and was attended by 3,000 air cargo-related individuals from global airports, airliners, and logistics companies, and ground handlers. They discussed on pending issues in the air cargo industry and shared their insights on future prospects. By successfully holding the world’s largest international event on air cargo, IIAC could exert its competencies and competitiveness as the air cargo logistics hub in Northeast Asia while reaffirming the stronger prestige of Korea and its airport in the global air cargo industry.

Incheon Airport service has been globally recognized as No.1 in Airport Service Quality for 10 years. What distinguishes it from other international airports?

As I used the Incheon International Airport, it gave me an impression as ‘an airport that strives to reduce users’ inconvenience.’ Its facilities were clean and convenient facilities could be found easily. It took less time for immigration and luggage pickup compared to other airports, which was convenient. With express buses and trains available from the airport to local regions, I could enjoy a comfortable travel without any worries about public transport.

IIAC is engaged in diverse eco-friendly activities under the vision to sophisticate low-carbon, eco-friendly management. What do you think of its green activities in a customer’s point of view?

In 2014, I used the Incheon International Airport. I could see that it paid attention to tiny little details for energy saving like cross operation of elevators, automatic power control for bathroom lighting and corridors with the natural sunlight coming in. I think that if some PR campaign is waged to communicate on its specific efforts for energy saving and environmental protection, customers would be able to better recognize Incheon Airport as an eco-friendly one. I hope that the airport could be a global benchmark as a green airport with more proactive efforts and PR for its eco-friendly operation.
Low-carbon, Eco-friendly Management

Vision and Strategies for Low-carbon, Eco-friendly Management

IAC set the low-carbon, eco-friendly management vision to become “a leading global low-carbon, eco-friendly airport” based on GHG emission analysis and its future projections. Accordingly, it set four strategies: sophisticating eco-friendly management, improving the energy efficiency, expanding the low-carbon operation and reinforcing the environmental resource management. IAC strives to achieve the goals under each strategy.

Vision and Strategies for Low-carbon, Eco-friendly Management

A global leading low-carbon, eco-friendly airport

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<th>Key Initiatives</th>
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Roadmap for the Strategies

Setting the Roadmap for the Strategies

IAC devised a specific roadmap for the four strategies to be implemented by 2020 in making efforts to make a low-carbon, eco-friendly airport.

Low-carbon, Eco-friendly Management

A system to initiate energy management

IAC is striving to generate performance for energy management by forming a corporation-wide energy management system.

GHG Emissions Reduction & Energy Conservation Promotion Committee

Seeking to efficiently manage the GHG emissions reduction and energy conservation, IAC operates the GHG Emissions Reduction & Energy Conservation Promotion Committee. The committee holds quarterly meetings four times a year to analyze the performance on GHG reduction and energy conservation, and discuss on planning for making improvement over the short and long-term run and relevant initiatives.

Major Functions of the “Committee on the Reduction of GHG Emissions and Promotion of Energy Conservation”

1. Matters related to the establishment and implementation of strategies and basic plans for low-carbon, eco-friendly management
3. Matters related to countermeasures against climate change and energy reduction to control carbon emissions
5. Other matters deemed necessary by the chairman for sustainable low-carbon, eco-friendly growth

GHG Emissions Reduction & Energy Conservation Promotion Committee

A team to analyze and evaluate the performance on GHG reduction and energy efficiency.

IAC Organization for Reduction of GHG Emissions and Promotion of Energy Conservation

Chairman: Executive Vice President
First Vice Chairman: President of the Facilities Division
Second Vice Chairman: Deputy Chairman of the Energy Conservation Promotion Committee

Agenda at the meetings of the GHG Emissions Reduction & Energy Conservation Promotion Committee in 2014

- Setting strategies to realize a low-carbon, eco-friendly airport
- Sophisticating the energy management system and acquiring certification
- Holding seminars on energy conservation for tenants and providing monitoring and guidance
- Promoting on energy conservation and extending rewards to individuals of merit
- Revising to explain how in passenger terminals into high-efficiency ones
- Researching on measures to adopt new and renewable energies including hydro and wind
- Developing measures to implement the GHG emissions trading scheme
- Training for Energy Guards and managers
- Reinforcing the operating of low-carbon green hubs
- Establishing measures to strengthen energy conservation efforts against a national electric power supply crisis
- Revising on low-carbon, eco-friendly R&D projects (developing hydrogen-fuelled vehicles and charging stations)

Roadmap for the Strategies

- Acquiring the Airport Carbon Accreditation and Designation as a green airport
- Sophisticating the energy management system
- Completing the energy management system
- Developing experts
- Conducting research and publicizing
- Sophisticating the energy management system
- Expanding the hydrogen bus operation
- Introducing eco-friendly green hubs
- Introducing carbon mileage point system
- Introducing the carbon mileage point system
- Offering incentives for tenants
- Introducing the carbon mileage point system
- Initiating the afforestation project in forestry
- Replacing the domestic AC-GPS (230 units), replacing the domestic PC-RR (44 units)
- Introducing hydrogen-fuelled vehicles and charging stations
- Introducing energy-efficient technologies
- Expanding the operation of low-carbon, eco-friendly transportation
- Enhancing the environmental impact
- Monitoring and inspection to minimize the environmental impact
- Training and inspection to minimize the environmental impact
- Reducing pollution by strengthening the waste recycling and quality monitoring
- Introducing energy-efficient technologies
- Expanding the operation of low-carbon, eco-friendly transportation
- Enhancing the environmental impact
- Monitoring and inspection to minimize the environmental impact
- Training and inspection to minimize the environmental impact
- Reducing pollution by strengthening the waste recycling and quality monitoring
- Expanding the low-carbon operation
- Sophisticating the energy management system
- Expanding the energy management system
- Training and inspection to minimize the environmental impact
- Training and inspection to minimize the environmental impact

GHG Emissions Reduction & Energy Conservation Promotion Committee

The Working-level Committee on Energy Management is up and running that systematically manages the track-records for energy usage and the current status of energy saved to achieve the goals for the GHG and energy target management systems. The committee meetings are also held every quarter, that is, for four times a year to share the current status of the achievement of goals under the energy target management system in each department and ministries to save it.
1. Reinforcing the Eco-friendly Environmental Management System (P.14)
   1. Acquiring the ACI’s airport carbon accreditation-level 3
   2. Implementation of energy management system (ISO 50001)
   3. Operating the environmental management system (ISO 14001)
   4. Developing GHG specialists in the aviation industry in developing countries
   5. Promoting Incheon airport as a low-carbon, eco-friendly one
   6. Launching the Green Eco Smart advisory committee
   7. Operating the energy management system (ISO 50001)
   8. Conducting the environmental impact and conducting post-environmental impact study

2. Operating the Comprehensive Energy Management (P.16)
   1. Intensifying the energy management scope for tenants
   2. Achieving the goals for the ISO 50001 energy management system

3. Intensifying of Training and Promotion (P.17)
   1. Developing GHG specialists in the aviation industry in developing countries
   2. Promoting Incheon airport as a low-carbon, eco-friendly one
   3. Developing the ACI-GPS (Aircraft Ground Power Supply)
   4. Operating the PC-Air (Pre-Conditioned-Air)

4. Enhancing the Efficiency in Energy Consumption (P.20)
   1. Establishing measures to improve efficiency in energy consumption
   2. Replacing lights with high-efficiency LED lighting
   3. Checking out energy saving lifestyle

5. Constructing an Airport with Green Certification (P.22)
   1. Making a roadmap for the construction of an eco-friendly airport
   2. Managing the environment effectively through i-PIMS
   3. Assessing the environmental impact and conducting post-environmental impact study

6. Expanding the Adoption of New and Renewable Energies (P.24)
   1. Adopting new and renewable energies
   2. Operating the energy storage system (ESS)
   3. Establishing the energy information management system

7. Strengthening Environmental Protection and Minimizing the Environmental Impact (P.34)
   1. Reducing soil pollution management
   2. Management of hazardous chemical substances
   3. Management of asbestos
   4. Managing asbestos
   5. Inspection on environmental management
   6. Training on environmental management

8. Creating the Eco-friendly Space (P.33)
   1. Forming the world peace forest
   2. Environmental clean-ups in communities
   3. Conserving the bio-diversity

9. Strengthening Environmental Inspection and Minimizing the Environmental Impact (P.34)
   1. Operating the environmental monitoring system
   2. Noise control
   3. Air quality management
   4. Indoor air quality management

10. Making a Resource-cycling Eco-friendly Airport (P.32)
    1. Conducting the environmental performance evaluation (EPi)
    2. Managing the environment effectively through i-PIMS
    3. Assessing the environmental impact and conducting post-environmental impact study
    4. Operating the environmental monitoring system
    5. Training on environmental management

11. Expanding the Adoption of New and Renewable Energies (P.24)
    1. Adopting new and renewable energies
    2. Operating the energy storage system (ESS)
    3. Establishing the energy information management system

12. Making a Resource-cycling Eco-friendly Airport (P.32)
    1. Conducting the environmental performance evaluation (EPi)
    2. Managing the environment effectively through i-PIMS
    3. Assessing the environmental impact and conducting post-environmental impact study
    4. Operating the environmental monitoring system
    5. Training on environmental management

13. Creating the Eco-friendly Space (P.33)
    1. Forming the world peace forest
    2. Environmental clean-ups in communities
    3. Conserving the bio-diversity

Incheon Internation Airport Corporation
Green Report 2015
IIAC reinforced its eco-friendly management system to meet global standards including the energy management system (ISO 50001), environmental management system (ISO 14001) and the Airport Carbon Accreditation-Level 3. IIAC is making utmost efforts to respond to the GHG emission trading scheme through comprehensive energy management. Driven by IIAC’s strengthening training, its efforts and achievements in operating the low-carbon, eco-friendly airport have been praised externally.

**Airport Carbon Accreditation of the ACI**

**LEVEL 3**

IIAC acquired Level 3 for the Airport Carbon Accreditation (ACA) organized by the ACI (Airports Council International), which is the highest in Asia, driven by its activities and performance in climate change response. The ACA-Level 3 involves the purchase of what is equivalent to one’s Level 1 Mapping carbon emissions; thus, it is acquired only by small airports in Europe. Therefore, in a practical sense, Level 3 is the highest level for medium- to large-sized airports.

IIAC plans to maintain the level undergoing the annual verification by continuously managing carbon emissions in operating the airport.

**Reinforcing the Eco-friendly Environmental Management System**

**Acquiring the ACI’s Airport Carbon Accreditation Level 3**

IIAC acquired Level 3 for the Airport Carbon Accreditation (ACA) organized by the ACI (Airports Council International), which is the highest in Asia, driven by its activities and performance in climate change response. The ACA-Level 3 is the third one acquired among Asian medium to large-sized airports following Hong Kong International Airport in Chek Lap Kok and Indira Gandhi International Airport in New Delhi, India. IIAC has participated in Korea Energy Management Corporation (KEMCO)’s pilot certificate program for the energy management system organized since October 2010, intensifying its energy management competencies steadily. In February 2012, IIAC became the world’s first airport to receive a pilot certificate of the ISO 50001 Energy Management System, and acquired the official certificate in 2014.

IIAC reinforced its eco-friendly management system to meet global standards including the energy management system (ISO 50001), environmental management system (ISO 14001) and the Airport Carbon Accreditation-Level 3. IIAC is making utmost efforts to respond to the GHG emission trading scheme through comprehensive energy management. Driven by IIAC’s strengthening training, its efforts and achievements in operating the low-carbon, eco-friendly airport have been praised externally.

**Strategy Goal**

- Maintaining the Airport Carbon Accreditation-Level 3

**Strategy**

- Sophistication of Low Carbon Eco-friendly Management

**Strategic Tasks**

1. Reinforcing the Eco-friendly Environmental Management System
2. Operating the Comprehensive Energy Management
3. Intensifying of Training and Promotion

**ACA, Airport Carbon Accreditation**

Administered by ACI (Airports Council International), ACA was first adopted in June 2008 at the ACI Europe Annual General Assembly. It began to be applied to the Asia-Pacific region in November 2011. ACA has four levels: Level 1 Mapping, Level 2 Reduction, Level 3 Optimization, and Level 3 Neutrality. Note, however, that Level 3 involves the purchase of what is equivalent to one’s Level 1 Mapping carbon emissions; thus, it is acquired only by small airports in Europe. Therefore, in a practical sense, Level 3 is the highest level for medium- to large-sized airports.

**Implementing of Energy Management System (ISO 50001)**

IIAC has participated in Korea Energy Management Corporation (KEMCO)’s pilot certificate program for the energy management system organized since October 2010, intensifying its energy management competencies steadily. In February 2012, IIAC became the world’s first airport to receive a pilot certificate of the ISO 50001 Energy Management System, and acquired the official certificate in 2014.
Intensifying of the Energy Management Scope for Tenants

In 2014, IAC has selected tenants with contracted electricity consumption of more than 74kw, and promotes effective energy management according to the Management Guidelines for Tenants’ Electric Facilities.

Acquiring the Preliminary Certification for Green Buildings

In order to construct a green airport that conserves resources and is eco-friendly with the second passenger terminal and T2 front facilities, IAC conducted preliminary certification for green buildings for T2 front facilities as well as the second passenger terminal. As a result, the highest result for the evaluation (Green 1st Grade) was acquired. The preliminary green building certification is given through the inspection and evaluation of the Korea Institute of Energy Research on land usage and transportation, energy, and environmental pollution, materials and resources, water circulation management, maintenance, ecological environment and indoor environment.

Responding to the GHG Emission Trading Scheme

As the GHG emission trading scheme has been implemented since 2015, IAC has established measures to respond to the implementation of the national GHG reduction policies. IAC is doing the utmost to respond to the GHG emission trading scheme in multilayered manners: minimizing the procurement cost for the trading allowance based on initial market analysis, reducing GHG by reinforcing energy conservation activities steadily, improving efficiency in new and renewable energies and energies per facility, and fully utilizing the early reduction allowance under the GHG target management system.

Promoting Incheon Airport as a Low-Carbon, Eco-friendly One

IAC took part in the Eco-Expo Korea 2014 and the 2014 Low-Carbon Green Lifestyle Campaign organized by the Ministry of Environment to share Incheon Airport’s low-carbon, eco-friendly management performance with domestic and international stakeholders. An exclusive desk for purchasing eco-friendly products was installed within a promotion booth to facilitate green business exchanges with public and business procurement officers at home and abroad. Moreover, IAC operated the Green Zone to promote itself as well as the low-carbon, eco-friendly Asian Games during the 2014 Incheon Asian Games. As such, IAC extends utmost efforts to promote its low-carbon, eco-friendly management activities.

Intensifying of Training and Promotion

Developing GHG Specialists in the Aviation Industry in Developing Countries

The ‘Airport Greenhouse Gas Management Course,’ an international training session in the environment sector jointly developed with the Ministry of Land, Infrastructure, and Transport to up and running. It was officially certified by the International Civil Aviation Organization (ICAO) under the LRA as a representative of aviation member countries. The courses have six modules: GHG calculation criteria, quality assurance, and medium- to long-term GHG emission reduction plans. In 2014, the course on the ICAO-certified STP airport GHG management was conducted for 10 developing countries. IAC transfers know-how on GHG reduction policies and energy management strategies of Incheon Airport for subsidiaries of Beijing Airport.

Giving Rewards to Individuals of Merit for Conserving Energy

IAC gives reward to individuals of merit for practicing energy conservation in their life as well as employees contributing to low-carbon, eco-friendly management after reviewing work-related facilities and improved performance in energy conservation in the airport operation. The scope of rewards has expanded to include tenants from 2013 so IAC gave commendations and rewards to two individuals in the ‘Energy Conservation and Efficiency Improvement’ category and one person in the ‘Conservation Policies and PR Activities’ category.
Winning the 2014 Low Carbon Eco Friendly Awards

IIAC’s efforts and achievements for operating the low-carbon, eco-friendly airport have been highly recognized by governments and civic organizations from home and abroad.

Won the 2014 Korea Green Management Award

IIAC won the ministerial commendation from the Ministry of Trade, Industry and Energy in the climate change response category at the 2014 Korea Green Management Award ceremony jointly held by the Ministry of Trade, Industry and Energy and the Ministry of Environment. It was attributable to having contributed to higher global competitiveness of domestic industries by dissipating and spreading green management in 2014 following 2010 and 2011.

Achieved the Green Logistics Award

That IIAC’s Green Cargo Hub project carried on from 2009 for eco-friendly logistical activities contributed to the development of green logistics was highly recognized. So, in 2013, IIAC won the Best Green Service Airport Prize at the Asian Freight & Supply Chain Award presented by Cargonews Asia, Asia’s iconic logistics journal. In 2014, IIAC achieved the Grand Prize in green logistics for institutions at the 2014 Green Logistics Award ceremony organized by the Green Logistics Research Association.

Garnered the Presidential Commendation at the Global Green Management Excellence Award

IIAC carried out continued activities for climate change response including carbon reduction, introduction of new and renewable energies, operation of green carbon hubs, setup of eco-friendly transportation systems and comprehensive management of carbon emissions. As a result, it won the presidential commendation in the climate change response sector at the Korea Green Management Excellence Award during the 2014 Low Carbon Green Lifestyle Campaign co-organized by the Ministry of Environment, Incheon City and Korea Climate & Environment Network. The governmental commendation of the Korea Green Management Excellence Award is the most prestigious one in the domestic environmental sector awarded to individuals, institutions, companies and organizations that have contributed to the development of environmental technologies and climate change.

Won the Airports Going Green Award

The Airports Going Green Award is given to leaders that pursued sustainability by conducting eco-friendly management and saving energy in the global aviation industry from the American Association of Airport Executives (AAAE) and Chicago Department of Aviation. It has been awarded to airports, companies and individuals that have shown outstanding performance since 2008 on an annual basis. IIAC puts its name on the winners’ list as the first East Asian airport for having proactively spread eco-friendliness to tenants in the airports and partner companies, striving to reduce energy and GHG.

Received the Platinum Prize of Vision Awards from League of American Communications Professionals (LACP)

IIAC has disclosed its low-carbon, eco-friendly management activities and performance to its stakeholders since 2009. As a result, IIAC’s 2013 Green Report won the Platinum Prize of Vision Awards (Corporation Responsibility Report) from League of American Communications Professionals (LACP). The IIAC Green Report received perfect scores from 7 out of 8 evaluation categories of LACP, including report cover, report narrative, report financials and creativity, earning an exceptional score of 99 out of 100. This marks the second consecutive year for the Platinum Prize as Incheon Airport received the same prize last year. Vision Awards have been awarded by LACP (League of American Communications Professionals), a world-renowned PR and marketing survey institution, from 2002, and the scope of evaluation includes various text media, such as annual reports, magazines, advertisements and websites of top global companies as exemplified by Fortune 500. This year, the competition was fiercer than previous year with more than 6,000 corporate candidates.
Improvement of Energy Efficiency

IIAC is constructing the 2nd passenger terminal in an eco-friendly way, while conducting technical diagnosis for energy using facilities to improve efficiency in energy consumption. Moreover, IIAC is intensifying the basis for energy independence of Incheon Airport by expanding the introduction of new and renewable energies and utilizing the energy storage facilities and energy information management system.

Strengthening the Efficiency in Energy Consumption

Establishing Measures to Improve Efficiency in Energy Consumption

IIAC conducted energy diagnosis to explore energy conservation elements intensively as a low-carbon, eco-friendly airport. Energy conservation items and effects are analyzed through technical diagnosis on the energy occurrence and facilities, thus inducing the execution of measures to improve efficiency in energy consumption, while planning on energy conservation proactively. Through the energy diagnosis, IIAC devised measures for improvement by prioritizing items based on applicability and effectiveness of investment. In 2014, IIAC established and initiated specific measures for improvement to raise efficiency in energy consumption within the airport by devising measures for improving the airport electric power, machinery operating mechanism, differential turbines for resources recovery facilities, number of rotations for fans, and mechanisms to operate cold water pumps for mechanical and electricity buildings.

Replacing Lights with High-efficiency LED Lighting

As a part of an effort to conserve energy, IIAC is replacing the general lighting installed in the airport into high-efficiency LED lighting. The project kicked off in 2009, and 55% of all lighting has been replaced with LED lighting by 2014. In 2015, IIAC plans to replace into LED Lighting by 65%, and it will reach 100% by 2020 through continued investment.

Replacing the Low-efficiency Pump Motors in Greywater Treatment Facilities

IIAC is striving to reduce the amount of electricity used by replacing the low-efficiency pump motors operated in greywater treatment facilities with high-efficiency ones. In 2014, two units were replaced in a pilot phase, and 10 units will be replaced by 2015.

Strategy Goal

Introducing LED lighting 100% and Energy Independence by 3%

Strategy

Improvement of Energy Efficiency

Strategic Tasks

1 Strengthening the Efficiency in Energy Consumption
2 Constructing an Airport with Green Certification
3 Expanding the Introduction of New and Renewable Energies

Replacing the Low-efficiency Pump Motors in Greywater Treatment Facilities

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Constructing an Airport with Green Certification
Making a Roadmap for the Construction of an Eco-friendly Airport

IAC is making steady efforts to realize an eco-friendly airport through eco-friendly design and environmental management in the new 3rd phase airport construction and environmental impact evaluation management for the existing airport. Incheon Airport is undertaking its 3rd phase construction of eco-friendliness which is unique to itself. In other words, it will be an eco-friendly airport with the ecological, cultural and recreational convergence and ‘an airport within a park’ that is in harmony with the nature. Specifically, the green airport zone will be upgraded to be reborn as the ‘Green Airport,’ water-friendly airport with the ecological, cultural and recreational convergence of eco-friendliness which is unique to itself. In other words, it will be an eco-airport construction and environmental impact evaluation management for eco-friendly design and environmental management in the new 3rd phase airport construction.

Managing the Environment Effectively through i-PIMS
IAC introduced an environmental management module to the i-PMS for the first time in the world for integrated environmental management in the 3rd phase airport construction project in March 2013. IAC, as a consequence, established the 3rd phase airport construction project management system in the name of i-PMS(Incheon Program Management Information System). The i-PMS covers integrated management modules in the construction industry including not only environmental management but also safety, quality and process management on construction sites. Environmental management matters including consultations and waste from the environmental impact evaluation and air pollution that have been scattered throughout business sites are managed in an integrated manner via the i-PMS. This ensures monitoring of construction sites and prevention of environmental accidents.

Assessing the Environmental Impact and Conducting Post-Environmental Impact Study
In order to minimize the environmental impact resulting from airport construction, environmental impact assessment took place prior to the construction so that IAC could predict environmental changes prior and post to the construction and lower the environmental impact thereof. Environmental impact assessment is consigned to an outside expert agency for enhanced professionalism and objectivity. IAC conducts inspection on reservoir and ocean quality, malodor, radio trouble and soil pollution.

Environmental Inspection and Management for the Airport

Operation Chart of the i-PMS

Alert level for particulate matters

<table>
<thead>
<tr>
<th>Threshold</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Particulate matters (when exceeding 150μg/m³ for 2 consecutive hours)</td>
<td>- Strengthening measures to lower flying dust from construction near the measurement area (e.g., intensifying sprinkling for vehicle paths, stopping aggregate production/transporting)</td>
</tr>
<tr>
<td>Velocity (less than 4m/s)</td>
<td>- Banning soil spill (dust materials) loading and unloading, and explosives blasting</td>
</tr>
<tr>
<td></td>
<td>- Banning outdoor cutting, rust removing, grinding or painting</td>
</tr>
</tbody>
</table>

Green insight
IIAC’s Efforts to Strengthen the Basis for Energy Self-sufficiency

IIAC strives to introduce new and renewable energies to strengthen the basis for energy self-sufficiency, and optimizing energy consumption by utilizing the Energy Storage System and the energy information management system.

Expanding the Introduction of New and Renewable Energies for Low-carbon, Eco-friendly Energy Production

IIAC proactively brings in new and renewable energy facilities including PVs and geothermal energy. IIAC installed PVs in greywater treatment facilities, workplace nurseries and substations, and a geothermal system of 520kW at the Human Resources Development Center to lower the amount of GHG.

Under its plan to adopt new and renewable energies, PVs and the geothermal system will be expanded continuously. IIAC plans to install solar panels at its long-term outdoor parking sections. Energy for heating and cooling supply will be enabled by the adoption of the geothermal system at the second passenger terminal under construction. As such, IIAC plans to continuously reduce GHG by tapping onto low-carbon, eco-friendly energies.

Eco-friendly, high-efficiency geothermal system

- Installing the 500 hole ground heat exchanger 200m deep under the ground
- Eco-friendly, high-efficiency energy generating no CO2
- Used for cooling and heating at the second passenger terminal building.

Operating the Energy Storage System (ESS) to Tap onto New and Renewable Energy Resources 100%

IIAC runs the ESS of the largest scale as a public corporation to utilize new and renewable energy resources 100% in the capacity of 2MW. Efficiency energy can be boosted and the amount of electricity used can be lowered by leveling off the electric power load using the ESS. A lower burden on the power supply during peak hours also contributes to stabilizing the supply and demand of the electric power for the public.

Establishing the Energy Information Management System for Optimal Energy Consumption

IIAC set up the energy information management system at its Admin. and Utility Building A to analyze the energy consumption records and come up with energy saving elements as it strives to manage energy information available. As integrated energy management and monitoring are made possible by connecting the energy information management system and the existing control system, IIAC is now equipped with a rational energy consumption basis. Energy is saved by optimally operating the heat source and HVAC system, and electric power and lighting system through the energy saving control algorithms. Real-time monitoring on the indoor environmental conditions minimizes unnecessary energy consumption by recognizing circumstances where consumption is not necessary. The amount of energy consumed depending on the operating conditions of each facility is monitored so that the facility can be operated while maintaining the performance with optimal energy consumption.

Diagram of the Energy Information Management System

**In-house adoption (including the 3rd phase’s)**

<table>
<thead>
<tr>
<th>PVS</th>
<th>Geothermal energy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Amount of power generation</strong></td>
<td><strong>Amount of power generation</strong></td>
</tr>
<tr>
<td>10,531MWh/year</td>
<td>3,609MWh/year</td>
</tr>
<tr>
<td><strong>GHG reduction</strong></td>
<td><strong>GHG reduction</strong></td>
</tr>
<tr>
<td>4,910tCO2/year</td>
<td>1,682tCO2/year</td>
</tr>
<tr>
<td><strong>Period</strong></td>
<td><strong>Period</strong></td>
</tr>
<tr>
<td>2011 ~ 2020</td>
<td>2014 ~ 2020</td>
</tr>
<tr>
<td><strong>Scale</strong></td>
<td><strong>Scale</strong></td>
</tr>
<tr>
<td>9.5MW</td>
<td>2,045usRT</td>
</tr>
</tbody>
</table>

**Utilization rate of the ESS**

- Supplying the electric power from PVs and power plants
- Lithium ion batteries and various control units
- Saving the amount of external electricity used by using the recharged electricity
Expansion of Low Carbon Management

Reducing GHG by 2020

66,000tCO₂

IIAC is committed to lowering GHG by scaling up its low-carbon operation. IIAC has developed and operated technologies and systems to lower GHG emitted by aircraft in the air and on the ground, strengthened eco-friendly traffic infrastructure within the airport and expanded the carbon offset program.

Reductions in Aircraft GHG Emissions

Managing the Air Traffic Flow

IIAC launched a project to retrofit the air traffic control system, so retrofitted all the facilities in operation that were established when Incheon Airport was constructed including the Seoul Terminal Control Area, control towers at Incheon Airport and Gimpo Airport and ramp control. IIAC plans to establish a next-generation air traffic control system covering the second ramp control soon to be built at Incheon Airport in August 2017. The new airport control system will be equipped with Korea’s first-of-its-kind cutting edge air traffic flow management functions. The air traffic flow management system automatically provides optimized operational paths and isolation intervals to arriving aircraft depending on climate conditions for routes, operational performance of aircraft and flight plans. This ensures that aircraft could make a landing without staying in the air. By contrast, such elements as ground handling, routes and destinations for departing aircraft are considered in full swing to prevent any delays, thereby automatically managing permits for departure. As a result, flight safety can be secured and GHG emissions and noise can be lowered by reducing fuel usage by aircraft. This is expected to be significantly conducive for making an eco-friendly airport.

Strengthening the Operation of Low-Carbon Green Aprons

IIAC minimizes aircraft movement through the apron and runway usage analysis in line with aircraft routes, thereby lowering the fuel consumption and GHG occurrence. IIAC designates and allocates apron areas closest to airlines’ main runways to minimize aircraft movement on taxiways. IIAC has also minimized aircraft waiting and ground idle times. In 2014, the number of green aprons went up to 12.

A Culture to Save GHG and Energy

IIAC strives to form a culture to save GHG and energy in a daily life. IIAC manages the cooling and heating temperature and releases its dress code while making mandatory purchases for energy saving and green products. All employees’ PCs are equipped with a power management program for office goods, so when not in use, their power is shut off to prevent electricity loss resulting from standby electric power.

Low-carbon Green Aprons Zone

• A zone : Exclusive for flights using the eastern runway (33/15)
• B zone : Priorities for flights using the eastern runway (33/15)
• C zone : For both flights using the eastern and western runways (33/15, 34/16)
• D zone : Priorities for flights using the western runway (34/16)
• E zone : Exclusive for flights using the western runway (34/16)

Differentiating the indoor temperature for airlines’ buildings and terminals
- Airlines’ buildings: above 26°C in summer, below 21°C in winter
- Passenger terminals and concourses: above 21°C in summer, below 18°C

Wearing no neckties but short shirts for men in summer

Plugging out home appliances that are not used

Using the standby program for computers

Turning off lighting and air conditioning during lunch time

Replacing indoor lighting with high efficiency one, and turning off one light
Operating the AC-GPS (Aircraft Ground Power Supply)
AC-GPS supplies power to aircraft parked on aprons after making deliberate adjustments in voltage and frequency. As a substitute for the traditional APU (Auxiliary Power Unit), it not only saves fuel but also reduces GHG emissions by up to 19%. Incheon Airport is the only airport in the country to use AC-GPS. IIAC has adopted 116 units including the AC-GPS that was successfully developed locally since April 2014. By 2025, plans to secure more than 130 units.

Light-weight Air Cargo Container
ULDs made of cloth or synthetic resins are about 40% lighter than traditional ULDs. IIAC has built 18.4km bike trails between the airport and new towns in neighborhoods to encourage its resident staff and residents to use bicycles to commute to work. IIAC has replaced all of its business vehicles with compact cars except special purpose vehicles. It is also running electric vehicles and hybrid cars at its part of its green car pilot project. In 2014, IIAC launched a demonstration project where hydrogen fuel cell buses using the alternative energy hydrogen generating no GHG is used, running two hydrogen fuel cell buses as shuttle buses to reduce GHG emissions.

Introducing and Operating Eco-friendly Vehicles
IIAC has secured eco-friendly transport vehicles for passengers, resident staff, and residents in neighborhoods. IIAC has built 18.4km bike trails between the airport and new towns in neighborhoods to encourage its resident staff and residents to use bicycles to commute to work. IIAC has replaced all of its business vehicles with compact cars except special purpose vehicles. It is also running electric vehicles and hybrid cars as a part of its green car pilot project. In 2014, IIAC launched a demonstration project where hydrogen fuel cell buses using the alternative energy hydrogen generating no GHG is used, running two hydrogen fuel cell buses as shuttle buses to reduce GHG emissions.

Operating the Magnetic Levitation Train
IIAC plans to open the 1st phase route (6.1km) for the magnetic levitation train running from the traffic center to Yongyu Station in 2015. The magnetic levitation train refers to a train levitated on a track using the magnetic power, and with no contact between the wheels and the track, there is little noise and vibration and a high speed can be maintained. The train will be constructed in three stages by 2020, starting with the airport traffic center to Yongyu Station in the 1st phase, moving onto the 2nd phase of 9.7km from the vehicle station to the international business complex, and the 3rd phase of 37.4km from the international business complex to Incheon Airport.

Upgrading of Eco-friendly Transportation Infrastructure

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Positioning as a Green Cargo Hub
IIAC launched its Green Cargo Hub project in 2009, and has conducted researches on lowering GHG in aviation and logistics by developing light-weight ULDs (Unit Loading Devices) with airlines and logistics companies at Incheon Airport and bio/photo-degradable vinyl for air freight packaging. Light-weight ULDs made of cloth or synthetic resins are about 40% lighter than traditional containers. The bio/photo-degradable vinyl has a dramatically shorter natural decomposition period of less than a year without having to be landfill. IIAC is supporting the distribution of lightweight ULDs and bio/photo-degradable vinyl to achieve partnerships for mutual growth with airlines and logistics companies for green logistics. IIAC is firming its presence as a leading airport in achieving ‘green logistics’ by developing the brand of ‘Green Cargo Hub’. As a consequence, IIAC was awarded the Grand Prize in the Public Corporation Category of the Logistics Grand Prize Award at the 2014 Green Logistics Award presented by the Green Logistics Research Association.

Working the PC-Air (Pre-Conditioned-Air)
By supplying heating & cooling to aircraft parked in ramps, the system enables saving energy for aircraft and reducing GHG emissions. As of 2014, IIAC is operating 47 units of PC-Air, an aircraft heating & cooling supply system. In addition, IIAC plans to replace PC-Air units with domestic PC-Air systems through a future localization project.

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Incheon Airport Carbon Footprint in 2014

IIAC identifies GHG directly and indirectly emitted from tenants, airlines, ground handling companies, and passengers as well as the operation of Incheon Airport and ensures their optimal management.

### Emissions: as of 2013 (Unit: tCO2)

<table>
<thead>
<tr>
<th>Scope</th>
<th>Classification</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>IIAC' (fuel, incineration)</td>
<td>1.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Tenants</td>
<td>7.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Ground handling</td>
<td>1.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>IIAC (medium-temperature water, electricity)</td>
<td>11.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Aircraft APU (Auxiliary Power Unit)</td>
<td>15.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Passenger movement</td>
<td>18.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Aircraft take off &amp; landing and movement</td>
<td>42.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Incheon Airport's Carbon Footprint in 2014

- **Aircraft (Climb out):** 203,252 tCO2
- **Aircraft (Take off):** 80,351 tCO2
- **Airport ground handling companies:** 23,988 tCO2
- **Discharges from incinerators:** 15,091 tCO2
- **Aircraft ground movement (Taxi in/out):** 132,456 tCO2
- **Passenger travel:** 228,632 tCO2
- **Business trip:** 416 tCO2
- **IIAC business vehicles:** 3,046 tCO2
- **Aircraft (Climb out):** 203,252 tCO2
- **Fuel use:** 603 tCO2
- **Electricity:** 126,490 tCO2
- **Aircraft auxiliary engine use (APU):** 199,188 tCO2
- **Aircraft (Approach):** 124,414 tCO2
- **Aircraft (Approach):** 124,414 tCO2

### Scope 1 (Direct) - IIAC

- **Fuel:** 603 tCO2
- **Electricity:** 126,490 tCO2
- **Aircraft auxiliary engine use (APU):** 199,188 tCO2

### Scope 2 (Indirect - Energy)

- **Medium-temperature water:** 21,105 tCO2

### Scope 3 (Indirect - Non-energy)

- **Passenger movement: Commute to and from work:** 126,490 tCO2
- **Incheon Internation Airport Corporation (medium-temperature water, electricity):** 11.7%
- **IIAC (fuel, incineration):** 1.6%
- **Tenants:** 7.5%
- **Ground handling:** 1.9%
- **Aircraft APU (Auxiliary Power Unit):** 15.8%
- **Passenger movement:** 18.5%
- **Aircraft take off & landing and movement:** 42.9%

*Based on the ACI data*
Reinforcement of Environmental Resources Management

MAking a Resource-cycling Eco-friendly Airport

Conducting the Environmental Performance Evaluation (EPI)

IIAC has strengthened the circulation of resources and environmental monitoring to intensify the management of environmental resources, and set more stringent internal standards than the legal thresholds to minimize the environmental impact. IIAC also strives to form eco-friendly spaces and conserve bio-diversity within communities.

Goals for Achieving the Environmental Performance Index by 2020

IIAC has strengthened the circulation of resources and environmental monitoring to intensify the management of environmental resources, and set more stringent internal standards than the legal thresholds to minimize the environmental impact. IIAC also strives to form eco-friendly spaces and conserve bio-diversity within communities.

Results of Environmental Performance Evaluation

IIAC has strengthened the circulation of resources and environmental monitoring to intensify the management of environmental resources, and set more stringent internal standards than the legal thresholds to minimize the environmental impact. IIAC also strives to form eco-friendly spaces and conserve bio-diversity within communities.

Integrated Waste Management of Resource Cycling Type

IIAC has strengthened the circulation of resources and environmental monitoring to intensify the management of environmental resources, and set more stringent internal standards than the legal thresholds to minimize the environmental impact. IIAC also strives to form eco-friendly spaces and conserve bio-diversity within communities.

Managing water pollutants at greywater supply lines

IIAC has strengthened the circulation of resources and environmental monitoring to intensify the management of environmental resources, and set more stringent internal standards than the legal thresholds to minimize the environmental impact. IIAC also strives to form eco-friendly spaces and conserve bio-diversity within communities.

Creating the Eco-friendly Space

Forming the World Peace Forest

IIAC has strengthened the circulation of resources and environmental monitoring to intensify the management of environmental resources, and set more stringent internal standards than the legal thresholds to minimize the environmental impact. IIAC also strives to form eco-friendly spaces and conserve bio-diversity within communities.

Environmental Clean-ups in Communities

IIAC has strengthened the circulation of resources and environmental monitoring to intensify the management of environmental resources, and set more stringent internal standards than the legal thresholds to minimize the environmental impact. IIAC also strives to form eco-friendly spaces and conserve bio-diversity within communities.
Conserving the Bio-diversity
IIAC’s environmental impact study quarterly held every year as a part of its efforts to conserve the bio-diversity is to identify the current status of flora and fauna eco-system around the airport. Adequate measures for management are in place when protected species are discovered. In 2014, IIAC could identify the habitation of black-headed gulls designated as Grade II on IUCN Red List of Threatened Species, and took protective actions by installing bollards on their habitat until the end of their egg spawning season.

Strengthening Environmental Monitoring and Minimizing the Environmental Impact

Operating the Environmental Monitoring System
IIAC operates the environmental monitoring system for 24/7 monitoring for aircraft noise, air, water and indoor air quality. The Environment Management Center located in AICC (Airport Information and Communication Center) analyzes the data sent from measurement stations and monitoring system continuously, and monitors environmental changes in the airport area and adjacent ones. Measured data are utilized as basic materials for airport expansion projects for the future as well as data for decision-making upon setting policies for environmental upgrade for the airport.

Noise Control
IIAC is operating a real-time aircraft noise measuring network to analyze the noise impacts of its airport operations based on precise data resulting from the airport operation, and the analysis results are shared with airlines and others. IIAC has introduced NADP (Noise Abatement Departure Procedures) for aircraft operations with minimized noise. At night, planes are detoured to avoid flying over residential areas. The noise figures are transparently disclosed on the IIAC Website and the ‘Airport Noise Information System (www.airportnoise.kr).’

Countermeasures against Aircraft Noise
Currently, IIAC is implementing aircraft noise countermeasures for Bukdo-myeon, which is within the Incheon Airport noise impact zone. IIAC has installed sound-proof walls and air conditioners for local residents, pays for their monthly TV license fees, and installs sports facilities. The Airport Noise Abatement Committee is held periodically to gather feedback from local residents and specialists as IIAC is doing the utmost to implement countermeasures against aircraft noise.

Noise Countermeasure Areas Status (as of 2020)

- Noise Countermeasure Adjacent Area : Over 75-70 WECPNL
- Noise Countermeasure Area : Over 70 WECPNL

Group 1 Aircraft Noise (as of 2014)

<table>
<thead>
<tr>
<th>Incheon Airport Group1</th>
<th>Monitoring Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incheon Airport (Cheongwon)</td>
<td>E2</td>
</tr>
<tr>
<td>Incheon Airport (Ganghwa)</td>
<td>E3</td>
</tr>
<tr>
<td>Incheon Airport (Kanghwa)</td>
<td>E4</td>
</tr>
<tr>
<td>Incheon Airport (Seokmo)</td>
<td>E5</td>
</tr>
<tr>
<td>Incheon Airport (Yangdo)</td>
<td>E6</td>
</tr>
<tr>
<td>Incheon Airport (Hwado)</td>
<td>E7</td>
</tr>
<tr>
<td>Incheon Airport (Seokmo)</td>
<td>E8</td>
</tr>
</tbody>
</table>

Group 2 Aircraft Noise (as of 2014)

<table>
<thead>
<tr>
<th>Incheon Airport Group2</th>
<th>Monitoring Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incheon Airport (Seokmo)</td>
<td>E2</td>
</tr>
<tr>
<td>Incheon Airport (Yangdo)</td>
<td>E3</td>
</tr>
<tr>
<td>Incheon Airport (Kanghwa)</td>
<td>E4</td>
</tr>
<tr>
<td>Incheon Airport (Cheongwon)</td>
<td>E5</td>
</tr>
<tr>
<td>Incheon Airport (Yangdo)</td>
<td>E6</td>
</tr>
<tr>
<td>Incheon Airport (Seokmo)</td>
<td>E7</td>
</tr>
<tr>
<td>Incheon Airport (Hwado)</td>
<td>E8</td>
</tr>
</tbody>
</table>

* Based in 2014
Air Quality Management
IAC is striving for air quality management by installing cutting-edge exhaust gas treatment facilities at the resources recovery facilities (incinerators) discharging air pollutants. In order to identify the air impact on surrounding areas resulting from the airport operation, IAC is operating air quality monitoring systems in three locations: Incheon Free Economic Zone, greywater treatment facilities, and Euisang-dong. The systems monitor the concentration of five key pollutants, that is, SO2, CO, NO2, O3, and PM10 in said locations round the clock. IIAC will continue its monitoring efforts and do its best to improve air quality.

Indoor Air Quality Management
IAC installed measuring devices for the indoor air quality in three spots in the passenger terminal and conducts real-time monitoring to provide a pleasant indoor space for airport patrons. Indoor air quality, in fact, is measured once a quarter for 10 waiting rooms in passenger terminals and concourses, and once a year for 12 spots, that is, indoor parking spaces in the traffic center and shuttle train platforms by contracting it to an outside expert company. Air quality is managed under IAC’s more stringent standards than the legal standard suggested in the Indoor Air Quality Control in Public Use Facilities, etc. Act, and the measurement results are disclosed in real time on the website.

Legal thresholds for each measurement item
<table>
<thead>
<tr>
<th>Measurement Item</th>
<th>Legal thresholds</th>
</tr>
</thead>
<tbody>
<tr>
<td>sulfur dioxide (SO2)</td>
<td>0.05 ppm</td>
</tr>
<tr>
<td>carbon dioxide (CO2)</td>
<td>0.6 ppm</td>
</tr>
<tr>
<td>nitrogen dioxide (NO2)</td>
<td>0.2 ppm</td>
</tr>
<tr>
<td>ozone (O3)</td>
<td>0.03 ppm</td>
</tr>
<tr>
<td>particulate matter (PM10)</td>
<td>65 μg/m³</td>
</tr>
</tbody>
</table>

Intensity of PM in indoor parking space (legal threshold 200)

<table>
<thead>
<tr>
<th>Year</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>80.1</td>
<td>76.6</td>
<td>75.9</td>
</tr>
</tbody>
</table>

Intensity of PM in passenger terminals and concourses (legal threshold 150)

<table>
<thead>
<tr>
<th>Year</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>22.1</td>
<td>22.6</td>
<td>21.6</td>
</tr>
</tbody>
</table>

Soil Pollution Management
IAC performs regular inspections of soil contamination on a yearly basis, and conducts annual inspections on facilities that could cause soil contamination according to the legal inspection cycle. It pays utmost attention to aircraft fuel supply facilities, aircraft refueling systems, and emergency generators designated by the law as especially important management facilities to prevent oil leak at the airport.

Management of Asbestos
IAC carries out asbestos inspections on buildings and facilities on a yearly basis. Subsequently, it has taken proper management plans to protect facility users’ health and create pleasant living conditions. IAC minimizes the use of materials containing asbestos for its various buildings to realize “zero damage” to resident staff and airport patrons.

Management of Hazardous Chemical Substances
IAC maintains figures on the possession and usage status of chemical materials, toxic materials, and materials needed to counter accidents. It keeps MSDSs (Material Safety Data Sheets) at the sites, doing its very best to prevent environmental accidents caused by toxic chemicals by urging all personnel at the airport to comply with all the relevant regulations.

Inspection on Environmental Management
IAC developed an exclusive environmental team for steady inspection on environmental management. The management scope consists of internal inspection, daily & special inspection and private infrastructure inspection. Suggestions and feedback on environmental management are attentively listened to and reflected through meetings with site managers during inspections.

Training on Environmental Management
IAC developed the e-learning program to boost eco-friendly awareness among resident staff and fully utilizes in educating them. Starting from 2014, IAC has expanded its environmental training to those working for its partner companies and construction companies engaged in the 3rd phase construction projects. For those from home and abroad who would like to pay a visit to IAC’s greywater facilities and environment monitoring systems, IAC provides on-site environmental education and shares with them its environmental management experiences.
Incheon Airport’s Consumption of Resources and Circular Flow

### Special Highlight

#### Incheon Airport’s Consumption of Resources and Circular Flow

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount of energy used</th>
<th>Amount of basic unit used</th>
<th>GHG emissions</th>
<th>Amount of aircraft de-icing agents</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>2,650</td>
<td>61</td>
<td>18,092</td>
<td>4,506</td>
</tr>
<tr>
<td>2013</td>
<td>2,604</td>
<td>61</td>
<td>20,397</td>
<td>9,250</td>
</tr>
<tr>
<td>2014</td>
<td>2,573</td>
<td>66</td>
<td>20,964</td>
<td>4,352</td>
</tr>
</tbody>
</table>

#### Status of waste discharged

<table>
<thead>
<tr>
<th>Year</th>
<th>Total amount of discharges</th>
<th>General waste</th>
<th>Designated waste</th>
<th>Construction waste</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>83,177</td>
<td>12,298</td>
<td>960</td>
<td>69,919</td>
</tr>
<tr>
<td>2013</td>
<td>42,623</td>
<td>13,418</td>
<td>2012</td>
<td>6.918</td>
</tr>
<tr>
<td>2014</td>
<td>26,706</td>
<td>14,650</td>
<td>2014</td>
<td>26,706</td>
</tr>
</tbody>
</table>

#### Recycling rate

<table>
<thead>
<tr>
<th>Year</th>
<th>Recycling rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>83.6%</td>
</tr>
<tr>
<td>2013</td>
<td>70.9%</td>
</tr>
<tr>
<td>2014</td>
<td>91.0%</td>
</tr>
</tbody>
</table>

#### Amount of water used

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount of water used</th>
<th>Amount of sewage water discharged and recycled</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>946,910</td>
<td>3,096,926</td>
</tr>
<tr>
<td>2013</td>
<td>1,742,667</td>
<td>2,291,303</td>
</tr>
<tr>
<td>2014</td>
<td>919,648</td>
<td>1,085</td>
</tr>
</tbody>
</table>

#### Amount of basic unit for water used

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount of basic unit for water used</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>24.3</td>
</tr>
<tr>
<td>2013</td>
<td>27.5</td>
</tr>
<tr>
<td>2014</td>
<td>20.2</td>
</tr>
</tbody>
</table>

#### Status of using water resources

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount of sewage water discharged and recycled</th>
<th>Amount of sewage water discharged and recycled</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>3,096,926</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>2,291,303</td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>1,085</td>
<td></td>
</tr>
</tbody>
</table>

#### Status of recycling water resources

<table>
<thead>
<tr>
<th>Year</th>
<th>Recycling rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>65%</td>
</tr>
<tr>
<td>2013</td>
<td>60%</td>
</tr>
<tr>
<td>2014</td>
<td>73%</td>
</tr>
</tbody>
</table>

#### Status of waste treatment

<table>
<thead>
<tr>
<th>Year</th>
<th>Recycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>75,281</td>
</tr>
<tr>
<td>2013</td>
<td>31,862</td>
</tr>
<tr>
<td>2014</td>
<td>10,85</td>
</tr>
</tbody>
</table>
IIAC proactively reflects insights of stakeholders in devising strategies and doing business operations for low-carbon, eco-friendly management. IIAC conducted written and face-to-face interviews to bring out in-depth insights from stakeholders, and a wide variety of ideas came about.

The Insights of Stakeholders

**Talking Insight**

The Insights of Stakeholders

In-depth insights from stakeholders, and a wide variety of ideas came about.

IIAC proactively reflects insights of stakeholders in devising strategies and doing business operations for low-carbon, eco-friendly management. IIAC conducted written and face-to-face interviews to bring out in-depth insights from stakeholders, and a wide variety of ideas came about.

**Talking Insight**

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IIAC proactively reflects insights of stakeholders in devising strategies and doing business operations for low-carbon, eco-friendly management. IIAC conducted written and face-to-face interviews to bring out in-depth insights from stakeholders, and a wide variety of ideas came about.

What kind of efforts does IIAC make to ensure a low-carbon, eco-friendly airport? IIAC researches on the impact of climatic changes including heavy rain, heavy snow and abnormally high temperatures on airport facilities, and responds to climate change with countermeasures in six areas: civil engineering, architecture, plant, energy, air navigation and others. IIAC also strives to establish low-carbon, eco-friendly infrastructure including new and renewable energies, Energy Storage System (ESS) and Building Energy Management System (BEMS). IIAC is implementing aircraft noise countermeasures for areas within the Incheon Airport noise impact zone.

I am curious to know about IIAC’s long-term strategies to make a low-carbon, eco-friendly airport. Under the vision of becoming ‘a global leading low-carbon, eco-friendly airport,’ IIAC has devised low-carbon eco-friendly strategies, driving to realize such an eco-friendly airport. Accordingly, it has four strategic: sophisticating eco-friendly management, improving the energy efficiency, expanding the low-carbon operation and reinforcing the environmental resources management. Under these strategies, specific tasks are in operation achieving energy self-sufficiency by 3%, securing eco-friendly transportation systems and conducting the carbon offset program. IIAC also acquired preliminary certification of Green 1st Grade for the second passenger terminal which will be completed by 2017. IIAC devised a plan to save energy by 40% compared with the existing terminal by installing solar and geothermal systems. In order to facilitate airport’s GHG emission reduction, IIAC is expected to focus more on the installation of domestically developed AC-GPS (Aircraft Ground Power Supply), and PC-Air (Pre-Conditioned-Air).

Aircraft noise is an issue to be continuously addressed as it is a part of the nature of an airport. In 2014, what did IIAC do to reduce aircraft noise? Utmost attention is paid to minimize complaints in communities arising from aircraft noise. Staff at IIAC visited areas of noise impacts to experience aircraft noise as IIAC strived to find pragmatic solutions in residents’ perspectives. In 2014, air routes with severe aircraft noise during night time were found out, and discussions were underway to minimize the noise through collaboration among IIAC, airlines and Seoul Regional Aviation Administration. At night, as a consequence, planes are detoured to avoid flying over residential areas by operating more night-time flight routes. This gave local residents less discomfort from the noise.
How are Seoul Regional Aviation Administration and IIAC cooperating with each other to operate a low-carbon, eco-friendly airport? Seoul Regional Aviation Administration impacts on the status of Incheon Airport’s GHG emission reduction and energy saving actions. It is also collaborating with IIAC to establish new and renewable energy facilities and replace the existing equipment with high-efficiency ones so that various types of efficiency enhancement projects could be seamlessly carried out. The GHG emission trading scheme has been up and running from 2011, bringing in a cooperative system to come up with solutions including devising strategies and exploring technologies to reduce GHG over the medium and long term.

Which areas would you give high scores among IIAC’s low-carbon, eco-friendly management activities? Despite the increase in the passenger and flight volume last year, Incheon Airport exceeded the energy and GHG reduction targets. Its prestige as a low-carbon, eco-friendly airport has been boosted thanks to the ACI certification, the energy management system (ISO 50001) certification and adoption of the building energy management system (BEMS). In particular, the BEMS has been adopted this year to monitor the consumption status of all energies used at the airport and induce optimal energy consumption, which, I think, deserves highest acclaim. It is also noteworthy that eco-friendly design has been introduced to the 3rd phase construction of Incheon Airport as IIAC strives to reduce GHG and save energy.

What would be ideal directions for IIAC to operate a low-carbon, eco-friendly airport? Due to higher energy consumption amid increases in the number of passengers every year, Incheon Airport’s energy consumption inevitably swells. Therefore, more attention must be on securing low-carbon, eco-friendly infrastructure including scaling up PV and geothermal facilities and replacing the existing HVAC with high-efficiency one. Moreover, IIAC must make steadfast efforts to develop new technologies to reduce GHG. The AC-GPS and PC-AIR that have started to be commercially operated, following IIAC’s successful application of domestic technologies, are the signature examples of new technological development. Hopefully, more efforts could be poured into to develop new GHG reduction technologies and expand their dissipation.

IIAC is systematically engaged in energy management activities by adopting the energy management system (ISO 50001). What were some of the impressive points about IIAC’s energy management activities? IIAC’s level of energy management is believed to be comparatively higher than others’. All of its departments are taking part in energy management, while each of them sets energy reduction targets and achieve them through continuous inspection. In particular, it was impressive that the working-level staff were proactive in discovering issues to be improved with tenants in the airport to achieve the targets, and have exceeded them.

Once the influential factors on energy consumption are more specified and managed accordingly, opportunities for energy saving could be found in many aspects.
Talking Insight
The Insights of Stakeholders

Yun Seok-geun
General Manager at POSCO ICT

If the amount of energy used is monitored and critical facilities are controlled automatically using the energy IT system, it would be conducive to the low-carbon, eco-friendly airport operation where energy consumption is optimized.

Min Mun-seok
Supervisor at Hotel Shilla

If the amount of energy used is monitored and critical facilities are controlled automatically using the energy IT system, it would be conducive to the low-carbon, eco-friendly airport operation where energy consumption is optimized.

POSCO ICT is involved in baggage handling at Incheon Airport. I wonder how energy saving can be performed with it. Using BHS (Baggage Handling System), POSCO ICT’s exclusive solution, tags attached on the baggage are interpreted so that classification, delivery and search are implemented through a single system under the automatic logistic system. Peak hours with many passengers and off-peak hours are distinguished, in particular, and baggage is automatically controlled to be handled in the shortest timeframe and passages, minimizing the facility operating hours. This significantly contributes to reducing the amount of electricity consumed for operating baggage facilities.

How else is POSCO ICT contributing to energy saving?
POSCO ICT was steadily positioned as the first ranker at IIAC’s energy saving inspection. Daily practical information was shared in online cafés and blogs including saving energy in one’s daily life in an organization and purchasing of green products, which generated better-than-expected results. Information is also shared on how to improve baggage facilities among partner companies via a collaboration portal of IAC. Small weekly meetings are held with the working-level departments and heads of sites on baggage handling to share performance on energy saving. Pragmatically feasible suggestions out of the agenda are immediately reflected in practice in the course of making steady efforts for energy saving.

In the perspective of an IT company, what kind of IT system would have to be adopted primarily by IIAC to operate a low-carbon, eco-friendly airport?
I think IIAC adopted the Building Energy Management System (BEMS) and the Energy Storage System (ESS) ed primarily by IIAC to operate a low-carbon, eco-friendly airport? In the perspective of an IT company, what kind of IT system would have to be adopted primarily by IIAC to operate a low-carbon, eco-friendly airport?

What are your thoughts on IIAC’s energy management activities for tenants in the airport?
Preparing against a crisis in the supply and demand of electricity that is repeated every summer, IIAC has devised a scenario-specific manual as it strives for energy management in conjunction with tenants. Energy management review and status inspection on tenants take place steadily. Energy usage records are compiled by year/quarter, and shared with energy managers of tenants to seek for new energy saving measures.

What kind of energy management activities is Hotel Shilla engaged in?
Energy management seminars organized by IIAC alerted us at Hotel Shilla on our energy usage amount, and now we focus on energy saving at the duty-free shop store. Benchmarking the LED Lighting installations for public corridors and customer facilities at Incheon Airport, we have replaced 50% of the appliances and saving cases is significantly helpful to seek for energy saving measures for Hotel Shilla.

What would be the top priorities to be implemented by IIAC with tenants to operate a low-carbon, eco-friendly airport?
I hope there could be a special training program or a green energy experimental zone organized by IIAC to raise awareness on energy saving. For airport patrons, event zones could be made available steadily for various activities: a power generating device manually operated to raise awareness about the preciousness of energy and the nature, and introduction of a code of actions for energy saving and how to generate electricity using PV, wind, tidal and geothermal energies.

Sharing IIAC’s energy saving cases is significantly helpful to seek for energy saving measures for Hotel Shilla.

I think IIAC adopted the Building Energy Management System (BEMS) and the Energy Storage System (ESS) for public corridors and customer facilities at Incheon Airport, we have replaced 50% of the appliances and saving cases is significantly helpful to seek for energy saving measures for Hotel Shilla.

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IIAC manages low-carbon, eco-friendliness-related issues grabbing stakeholders’ interest and critically impacting management activities through its internal materiality test process. Issues related to low-carbon eco-friendliness critically considered by diverse stakeholders are selected to come up with core content for reporting.

**Materiality Test Process**

- **Identify**
  - Selecting priorities based on the score sum
  - Internal and external expert review
  - Executive and working-level employee review
  - Third-party review of the Green Report

- **Prioritize**
  - Writing and publishing the report
  - Aligning the quantitative indicators for the report

**External Issues**

- Global guideline
  - GRI G4
- Domestic guideline
  - Ministry of Environment (Environmental Report Guideline)

**Media analysis**

- Jan. 1 ~ Dec. 31, 2014
- Domestic and international media coverage

**Internal Issues**

- IIAC
  - Medium-term strategies and measures
  - Status quo on low-carbon, eco-friendly management
  - Review of issues on the previous year’s report

**Issues of Materiality on IIAC’s Low-carbon, Eco-friendly Management**

- **High**
  - Expanding the carbon offset program
  - Operating eco-friendly vehicles
  - Strengthening energy management for tenants

- **Low**
  - Operating cooling & heating supply devices for aircraft
  - Operating supply devices for ground power for aircraft

**Stakeholder Interest**

- **High**
  - Expanding the carbon offset program
  - Operating eco-friendly vehicles
  - Strengthening energy management for tenants

- **Low**
  - Operating cooling & heating supply devices for aircraft
  - Operating supply devices for ground power for aircraft
Verification Report

Greenhouse Gas, Energy Target Management System Verification Report

Verification Subject
Incheon International Corporation
Korea Foundation for Quality has verified "2014 Greenhouse gas emission and energy consumption statement (hereafter 'statement') of IAC.'"

Verification Scope
All GHG emitting facilities under IAC's control.

Verification Standard
The verification was carried out in accordance with 'Guideline for the Operation of Greenhouse Gas & Energy Target Management Operations'.

Verification Procedure
The verification was planned and carried out in accordance with each clause of 'Guideline for the Operation of Greenhouse Gas & Energy Target Management Operations'. The level of verification was ensured to be satisfactory. Also, we conducted internal assessment to ensure that each step of verification was carried out effectively.

Limit of Verification
We suggest following comments for the Greenhouse Gas & Energy consumption data specified in the statement.

Verification Comment
1) 2014 Greenhouse gas emission statement of IAC is written on the basis of 'Guideline for the Operation of Greenhouse Gas & Energy Target Management Operations'.
2) The materiality as a quantitative threshold as a result of the materiality test on IIAC’s GHG emissions and energy usage amount in 2014, given the above conditions, falls below 5% of the total emissions.
3) Therefore, we provide appropriate comments on 2014 Greenhouse gas emission and energy consumption.

Third-Party Verification Statement

I congratulate IAC on the publication of ‘2015 Green Report’ as it strives to leap higher as a low-carbon, eco-friendly airport. Seeking to achieve the vision of global leading low-carbon, eco-friendly airport by 2020, IAC devised strategies and goals in four areas: sophisticating eco-friendly management, improving the energy efficiency, expanding the low-carbon operation and reinforcing the environmental resources management. This hints at IAC’s balanced pursuit of low-carbon, eco-friendly management. I would like to provide the following feedback and propositions for IAC to more effectively carry out low-carbon, eco-friendly management activities by reviewing this report.

First, performance reporting in line with its directions for low-carbon, eco-friendly management is very systematic. Specific and succinct reporting is done on activities to make improvement to achieve goals in the four areas of low-carbon, eco-friendly management. The report had specific information on the management of carbon footprint generated in the course of operating the airport, IAC’s efforts for energy self-sufficiency, overall performance and year-on-year improvements made on resources consumption and cyclic flow as well as awards and prizes.

Second, the background for selecting and analyzing issues of materiality on low-carbon eco-friendliness must be more specifically explained. That IAC analyses relevant core issues and reflecting stakeholders’ insights on an annual basis is considered to be hinting at the objectivity and transparency of the report. Stakeholder interviews, in particular, were helpful to understand IAC’s low-carbon, eco-friendly management activities and performance in an objective perspective. However, if the issue selection background and analyses are more specified to show how materiality of low-carbon, eco-friendly issues evolves in terms of the materiality test, stakeholders would be able to understand IAC’s low-carbon, eco-friendly management in a deeper level.

Third, consistency and conformity with national policies on low-carbon, eco-friendliness and the creative economy must be scaled up further. As a representative public corporation in the aviation industry, IAC makes utmost efforts to realize the national strategy on low-carbon eco-friendliness by establishing a low-carbon economic and social structure, realizing the creative economy based on the convergence of green technologies and ICT and establishing a secure and pleasant basis of living against climate change. It was reaffirmed through the report that IAC as a company subject to the GHG emission trading scheme takes the lead in making the creative economy: establishing a sustainable energy system by adopting eco-friendly power generation facilities including PVs and geothermal energy to achieve the reduction targets, and developing aircraft ground power and cooling & heating supply devices. The second passenger terminal to be completed by 2017, in particular, is likely to serve as an iconic benchmark in constructing a low-carbon, eco-friendly airport. It is hoped that IAC could disseminate its know-how on operating the operation of a low-carbon, eco-friendly airport to developing countries, thus strengthening cooperation globally on low-carbon eco-friendliness and contributing to the international community as an exemplary public corporation.

Professor at the Department of Environment and Energy, Sungkyunkwan University
Honorary Chairman at the Korean Society of Climate Change Research
Private Member (Climate Change Division) of the President

Jeon Ui-chan

Representative of Korea Foundation for Quality
Byung-Taek, Yoo
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**Eco-design Process**

This report has been produced with a careful consideration for environment - in order to minimize waste of resources and environmental pollution, we have independently devised phase 3 Eco-design process.

**Incheon Airport**

Incheon Airport is committed to providing accurate and reliable information about ecofriendly activities to stakeholders. Please do not hesitate to contact at the details provided below should you wish you inquire further:

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