Integrated Environmental Management Policy

AREA OF APPLICABILITY
Airport Company of South Africa

DIVISION
Operations Management:
Aviation Regulatory Standards Department

Next Revision Date:
31 July 2028

Control Disclosure:
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1. Scope

This Integrated Environmental Management Policy is applicable to Airports Company South Africa SOC Limited infrastructure, and the geographical areas within which the organisation operates its aeronautical business of running airports, developing airports, and growing our footprint. This is centred around the nine airports and Corporate Office, and includes the associated employees, stakeholders, service providers, and contractors.

2. Objective

This Integrated Environmental Management Policy defines the Board and the Executive Committee's commitment to responsible care for the environment through the organisation's activities, providing an Integrated Environmental Management framework to direct and improve environmental performance. This policy is the tool to enact the Corporate Strategy, which has an objective to reduce the company's environmental impact.

3. Definitions and Abbreviations

3.1 Definition

Company/Organisation/Business/Group
Airports Company South Africa SOC Limited

Environment
means the surroundings within which humans exist and that are made up of:
(i)   the land, water and atmosphere of the earth;
(ii)   micro-organisms, plant and animal life;
(iii)   any part or combination of (i) and (ii) and the interrelationships among and between them; and
(iv)   the physical, chemical, aesthetic and cultural properties and conditions of the foregoing that influence human health and well-being.

Employee
Employees are deemed to comprise all independent non-executive directors, executive directors, officers, permanent employees, contractors, freelancers, internship incumbents, students who work from time to time, on a casual or part-time basis.

Environmental Management System
A documented system that is in place to manage environmental aspects, fulfil compliance obligations, and address risks and opportunities in relation to environmental management.

Site
Refers to any Airport Clusters, Airports and Corporate Office and can be used interchangeably

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3.2 Abbreviations

Abbreviation	Description
ACI	Airports Council International
CEO	Chief Executive Officer
EIA	Environmental Impact Assessments
EMS	Environmental Management System
FACT	Cape Town International Airport
FALE	King Shaka International Airport
FAPE	Chief Dawid Stuurman International Airport
FAOR	OR Tambo International Airport
ICAO	International Civil Aviation Organization
ISO	International Organisation for Standardisation
NEMA	National Environmental Management Act
SOC	State Owned Company

4. Policy General

Airports Company South Africa SOC Limited, as a world-class airport operator, acknowledges that airport activities and operations may have diverse impacts on the environment. It therefore accepts its stewardship role of responsible care for the environment in order to reduce its environmental impact.

First and foremost, the company shall comply with relevant environmental legislation, associated regulations, and other applicable requirements. These form the basis of environmental management within South Africa, as well as the broader international aviation fraternity.

In order to manage its operations, the company has adopted the principles for Integrated Environmental Management as stipulated in the National Environmental Management Act (107 of 1998), to which all organs of state are bound. Those principles relevant to the company have been noted below:

Sustainable Development	The company strives for development that meets its current needs without comprising the ability of future generations to meet their own needs. The company Sustainability Framework encompasses three pillars for the operation of the Organisation: Our Business, Our People and Society, and Our Environment.
Duty of care towards ecological pollution and degradation	The company acknowledges that it has a duty of care towards the environment and strives to avoid pollution

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	and degradation. Where this is not possible, damage is minimised, and remedied.
Resource utilisation	The company is cognisant that the resources on the planet, both renewable and non-renewable, are finite and as such shall be utilised in a responsible manner.
Precautionary principle	A risk-averse and cautionary approach will be taken when decisions around environmental management are being made.
Environmental justice	The company will operate its business in a manner where environmental impacts do not unfairly discriminate against any person, particularly vulnerable and/or disadvantaged persons.
Intergovernmental cooperation	The company will work with all spheres of government to ensure that environmental management is undertaken in the most practicable manner.
Polluter pays	The company recognises that all stakeholders are responsible for their decisions and actions, and those responsible for environmental damage must pay the costs of repair, remediation and/or rehabilitation, as well as any costs incurred in preventing further pollution and environmental damage. The company shall comply with any obligations for the requirement of suitable financial instruments to ensure remediation costs are available. The company shall take measures to ensure that stakeholders are aware of their obligations related to the impact of their operations at airports, and that appropriate measures are in place to ensure their compliance.
Community engagement and access to information	The company shall ensure that interested and affected parties are included in decision making processes and that applicable information is made available upon request.

4.1 Incorporating IEM Principles

Incorporation of Principles of Integrated Environmental Management into operations.

The organisation has developed an Environmental Management System to integrate the principles laid out above into operational programmes. This system and its components are outline below.

4.1.1 Environmental Management System

In order to incorporate the principles of Integrated Environmental Management into the company operational spaces a set of airport-specific Environmental Management Systems (EMS) are utilised.

These systems are based on the International Standard ISO 14001:2015, which is the industry best practice tool for implementation of Environmental Management Systems. At its core it is

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a risk identification and assessment tool, which allows ACSA to rate the significance of environmental risks and provide the appropriate mitigation strategies to manage them. The monitoring and measurement of these significant aspects provide the basis for the setting and reviewing of environmental objectives and targets. The attainment of these objectives provides the means to improve environmental performance. This performance is reported in the Integrated Annual Report and includes relevant environmental indicators.

The success of the system relies on all stakeholders within the scope of the EMS being aware of those environmental risks within their operational spaces and associated activities. Further to the awareness of issues particular to their spaces, they need to be kept informed of the requirements of the EMS.

In order for the system to remain effective, it is scrutinised through a series of audits, including periodic certification audits to confirm the conformance to ISO 14001:2015. This provides for continual improvement and ongoing alignment to the principles of Integrated Environmental Management.

The EMS is based upon a suite of supporting procedures that are broken down into two broad categories:

- The procedures that support the conformance to the ISO 14001:2015 standard.
    - These focus on the requirements from clauses 4-10 of the standard.
- The procedures for the specific environmental risks present at the airports are summarised below:
    - Waste management procedure
    - Hazardous chemical substance management procedure
    - Spillage management procedure
    - Waste-water management procedure
    - Vehicle management procedure
    - Habitat management procedure
    - Contractor management procedure
    - Project planning around Environmental Impact Assessments (EIA) procedure

4.1.2 Environmental Focus Areas

The Environmental Management System has identified a number of focus areas applicable to the operations across the nine airports and Corporate Office. These focus areas are tied to the principles noted above, both individually and in combination.

4.1.2.1 Noise Management

The key environmental impact associated with the operation of an airport relates to the noise generated from arriving and departing aircraft, which can impact the local community negatively. The company follows the ICAO Balanced Approach to Aircraft Noise which encompasses a number of iterative steps to achieve the best practicable balance of operational benefits and environmental impact.

FAOR, FACT, and FALE have networks of noise monitoring equipment that provide real-time continuous monitoring of the sound levels in and around the airport. The frequency of this monitoring is tied to the traffic volumes at each of the three airports

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and is conducted in conjunction with the requirements of regulators such as the South African Civil Aviation Authority.

The management of noise ensures that environmental justice is maintained and requires the cooperation of local government around each airport to ensure that land-use management is planned synergistically with airport operations.

4.1.2.2 Climate Action

Aviation contributes significantly to the global carbon emissions, and a small part of this is tied to airports. The company has taken upon itself to reduce its contribution to this primarily through resource utilisation initiatives. The first requirement in this respect is for the company to quantify its Carbon Footprint, and to this end has been adding its airports to the ACI Airport Carbon Accreditation Programme. The company is cognisant of its direct and indirect contribution to carbon emissions and undertakes a number of initiatives to mitigate these.

4.1.2.3 Electricity

The company continuously seeks out opportunities to reduce its energy consumption from non-renewable sources of electricity, while maximising renewable sources. Electricity consumption from coal-powered power stations is the primary driver of carbon emissions for the organisation and the use of alternate sources of electricity provides the largest reduction in emissions. Existing solar farms provide less carbon-intensive energy production, coupled with energy efficient infrastructure and behaviours. The company has a broader long-term goal of carbon neutrality for the organisation which it is currently implementing.

4.1.2.4 Water

The company acknowledges that airport operations have a potential to consume large amounts of potable water through the interaction of tenants and passengers. To this end, the company is constantly seeking opportunities to reduce its consumption. This is tied to carbon emissions through the energy requirements of abstraction and treatment (indirect carbon emissions) and reticulating water on site (direct carbon emissions).

4.1.2.5 Direct Impacts

The company notes that there are certain activities that result in direct impacts to the environment. These tie into the precautionary approach principle where the company strives to avoid any pollution to groundwater, surface water, the atmosphere, and lithosphere, while lowering the incidence of biodiversity losses. This is done through the application of environmental best practice when designing and operating the airports. Where this impact cannot be avoided entirely, it is the company responsibility to ensures that negative impacts are minimised, and any residual impacts are remediated.

The company performs monitoring of key pollution metrics at the airports; the extent and frequency of these are undertaken based upon a risk assessment of the need, coupled with any regulatory requirements.

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4.1.2.6 Indirect Impacts

There are secondary or indirect impacts that the company acknowledges may be caused by its operations and strives to minimise these where possible.

The foremost of these relates to the generation and management of waste; both general and hazardous. The company therefore ensures that, where possible, all waste generated is minimised, or otherwise reduced, reused and/or recycled. This ties into the company's duty of care as without the adherence to the waste hierarchy the secondary impacts on the country's landfills would be exacerbated.

There are other indirect impacts which relate to the operation of the airport, which the company does not have direct control over, as they are caused in part or combination by third parties operating at the airports. In these cases, the company works in partnership with operators, contractors, tenants, service providers and supply chain management to improve environmental performance.

4.2 Key Outcomes of Principles

The incorporation of the principles of Integrated Environmental Management with the business operations will be achieved through effective implementation of the Environmental Management System. The components of the system summarised above are expanded upon in the procedures and working instructions associated with each airport. This synergy enables the organisation to:

- Provide the basis for the development of procedures, frameworks, programmes, and company standards for the incorporation of environmental management across the organisation's activities and processes.
- Understand the compliance obligations around environmental management.
- Identify, manage and reduce the environmental impacts of the organisation.
- Continuously improve environmental performance.
- Reduce the contribution to climate change by lowering direct and indirect carbon dioxide emissions from its operations.
- Contribute to the stewardship of South African ecosystem goods and services.

4.3 Programmes developed to support the Integrated Environmental Policy

The incorporation of the focus areas, based upon the principles for Integrated Environmental Management, have led to the development of a set of programmes for continuously improving environmental performance. These provide the tangible actions to be undertaken to realise the requirements of the focus areas. The key programmes are listed below:

- **ISO 14001:2015 certification programme**

  Each of the nine Environmental Management Systems are scrutinised for conformance to the requirements of the ISO 14001:2015 standard on a cyclical basis. This is to provide assurance that the systems are being maintained and continuous improvement is achieved. Where there are any deviations noted these are workshopped and corrected across the network in a synergistic manner.

- **ACI Airport Carbon Accreditation programme**

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The company is committed to calculating its Carbon Footprint and ensuring that there are ongoing reductions in that footprint over time. This is done through the addition of airports into the ACI Airport Carbon Accreditation Programme.

- **Roadmap to Carbon Neutrality**

  The driver behind the carbon footprint reductions noted above are as a result of a phased plan of energy efficiency projects and alternate energy sourcing strategies. These projects form a roadmap of carbon emissions reductions that will ultimately lead the organisation to carbon neutrality; which means the emissions of carbon dioxide are reduced as much as possible, and those residuals emissions are offset through projects such as putting clean energy back into the grid.

- **Combined Assurance programme**

  With the requirements of both compliance to environmental legislation and the conformance to the clauses within the ISO 14001:2015 standard, there is a need for an oversight role of operations. The combined assurance plan covers all of the audits and inspections undertaken at three levels of assurance. Level 1 quality assurance is undertaken by line departments on their environmental management obligations, there is also assurance provision from both the Operational Governance space and the Internal Audit Department on level 2 activities, and finally those audits from regulators and authorities. The culmination of all these levels of assurance provide insight into any deviations or deficiencies to ensure that legal and best practice obligations are managed.

- **Resource minimization programmes**

  There are programmes in place to ensure that the resources are utilised in the most sustainable manner:

- **Waste minimization**

  These programmes include efficiency gains in the way waste is produced, sorted, recycled, and sent to landfill. This reduces the incidence of waste contamination which means that more can be recycled, and the secondary impacts are reduced. Given that many of the stakeholders at the airports utilise the company's waste management services, the extent of the benefits are multiplied across the sites.

- **Water consumption reduction**

  During the droughts of 2018, the company implemented water saving initiatives across the airports. These have been maintained to ensure that water consumption can be minimised. The use of low-flow technologies has been a key adoption in this respect, and all new buildings include design elements for water efficient use.

- **Electricity consumption**

  Tied to the Roadmap to Carbon Neutrality there are numerous projects that have been rolled out for reducing energy demand while maximising energy efficiency. This has been done through a set of replacements and retrofits to existing technologies, including

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lighting, heating/cooling, and alternative energy sourcing (primarily the adoption of solar photovoltaic farms at the regional airports).

- **Environmental monitoring programmes**
  Depending on the specific obligations at the different airports there are a number of monitoring programmes in place to ensure that key indicators are being tracked. Across the network the following parameters are monitored (in accordance with need):
  - Water consumption
  - Electricity consumption
  - Carbon footprint size
  - Fuel consumption
  - Noise complaints
  - Birdstrikes
  - Waste generation
  - Recycling volumes
  - Air emissions
  - Noise levels
  - Soil testing
  - Stormwater testing
  - Potable water testing
  - Groundwater testing
  - Habitat/ecosystem function assessments

5. Process for monitoring

The effective implementation and monitoring of this Policy shall be carried out through relevant committees and reviews.

Monitoring Controls	Purpose	Responsible	Frequency
Internal Review (Level 1)	To provide assurance the policy is implemented.	Quality Control & Governance	Planned interval
Internal Audits (Level 3)	Determine the effectiveness of the policy and test the outcome of the policy.	Internal Audit	Planned interval

Note: This policy shall be reviewed on a three (3) year cycle and if there is a need to review the policy before the three (3) year cycle lapses due to any circumstances being legal requirements, changes in the business, the need to reflect current practices or activities, the policy shall be unlocked for review accordingly.

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Disclaimer: In instances where document links are not accessible, directly access the documents on the Policy Management Document Store on the Airports Company South Africa SOC Limited intranet.

6. Accountabilities and Responsibilities

The overall accountability for development and implementation of this policy lies with the Chief Executive Officer with the support of Group Executive: Operations Management and Group Manager: Aviation Regulatory Standards as actual responsible person for development and implementation of this policy. However, in the absence of the CEO or Group Executive, a delegated person shall assume responsibility as per delegation of authority.

6.1 Accountabilities

Authorities	Regional General Manager / Local Airport Manager and Senior Manager: Quality Control and Governance	Airport Environmental Management Representative/ Environmental specialist	Group Executive: OM	Chief Executive Officer
Has overall accountability for development and implementation of this procedure	Inform	Responsible	Accountable	Responsible
Has overall responsibility for implementation and adherence of this procedure	Responsible	Responsible	Accountable	Responsible
Consulted at the time of an exception and adherence of this procedure.	Consulted	Consulted	Consulted	Responsible
Has overall responsibility for adherence, implementation and performance of a given task.	Informed	Responsible	Accountable	Responsible
Has responsibility for approval and authorisation	Inform	Inform	Responsible	Accountable

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Authorities	Regional General Manager / Local Airport Manager and Senior Manager: Quality Control and Governance	Airport Environmental Management Representative/ Environmental specialist	Group Executive: OM	Chief Executive Officer
Communicate the policy to all impacted stakeholders or employees.	Responsible	Responsible	Accountable	Inform

6.2 Roles and Responsibilities

The Chief Executive Officer is responsible for ensuring the commitment from the Board Committee in terms of Environmental Management is cascaded to the business for the development of policies, frameworks, strategies, procedures, working instructions, etc. to ensure that the business is being led in an environmentally responsible manner.

The Group Executive: Operations Management is responsible for providing the operational structure and support for the implementation of the Integrated Environmental Policy.

The Environmental Specialist is responsible for ensuring that the policy remains up to date with changes in the ISO 14001:2015 standard, new/amended environmental legislation, or company direction.

The Airport Environmental Representative is responsible for running the Environmental Management System emanating from the Environmental Policy.

7. Non-Conformance Reporting

Any deviation from this procedure shall be identified and registered with corrective and preventative measures for continual improvement in accordance with. Non-Conformance Policy Documents - Z001 001M.

8. Related Policy Documents

Document Control Procedure - Z001 006M
Record Keeping Requirements Procedure - Z001 008M
EMS Overview Document - T000 000M

9. Related Legislation and Standard

Environmental Management System Standard: ISO 14001:2015
National Environmental Management Act 107 of 1998
National Water Act 36 of 1998

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Sectoral Environmental Management Acts
South African Civil Aviation Act 13 of 2009
Quality Management System ISO 9001:2015

10. Change Control and Verification

This procedure shall only be changed with the authorization and verification of the Group Executive: Operations Management and in accordance with Change Control and Verification Procedure-Z001 003M.

11. Revision History

Date last revised	Revision Status	Compiler	Summary of changes
17/01/2017	Version: 3	**Position: Environmental Officer** **Name and Surname** Unathi Mfupi	Aligned to comply with GFOM
13/02/2020	Version 4	**Specialist: Environmental Specialist** **Name and Surname** Christopher Jones	Updating of the following sections for better alignment to industry changes: • Noise Management; Energy Conservation, • Climate Change, and Air Pollution; • Water Resource Management • Waste Management • Compliance • Indirect Control.
26/10/2021	Version 5	**Specialist: Environmental Specialist** **Name and Surname** Christopher Jones	Updated the wording on the monitoring of both noise and air quality in line with the reduced operations associated with COVID-19.
			Included the principles of integrated environmental management from NEMA into the policy. The title of the policy was updated to include the term "Integrated".

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Date last revised	Revision Status	Compiler	Summary of changes
			Included the addition of a summary of the procedures that directly support the Environmental Management System, as well as an outline of the programmes in place at the airports to mitigate the environmental risks identified.
31/07/2025	Version 6	**Senior Specialist: Aviation Safety & ARFF Name and Surname** Christopher Jones	Three year review undertaken with no material changes. Section 5: Process for monitoring has been updated in line with the company documentation to reflect Level 1 and Level 2 assurance.

12. Records

Each Process Owner and managers as identified are responsible for maintaining, storage and protection of their respective documents/ information. Records must be identifiable, easily retrievable and maintained as per the Retention schedule as regulated or required by the organisation, statutory or regulatory requirements. Refer Record Keeping Requirements Procedure - Z001 008M.

Record Name	Storage Location	Record Number	Responsible Person	Retention Time
Environmental Management System Policy	Master in Corporate Policy Document Store	T010 001P	Policy Assurance Officer	Five (5) Years

13. Endorsement (See Master in Corporate Policy Document Store)

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