

Statement PA25/0000008

Opinion on the Greenhouse Gas Verification Statement

The inventory of Greenhouse Gas (GHG) emissions in the period 01/01/2023 – 31/12/2023 of:

Sangster International Airport *implemented by MBJ Airports Limited*

Montego Bay, St James. Jamaica.

has been verified in accordance with ISO 14064-3:2006 as meeting the requirements of

ISO 14064-1:2018

For the following activities:

“Airport Operations”

To represent a total amount of **9,333 metric tonnes of CO₂ equivalent for Categories 1 and 2**

Lead Verifier: Soledad Pereira

Verifier: Alexis Guirin

Technical Review: Fanny Valencia

Date of the Verification Statement: 21 February 2025



Authorized by
Diego Grajeda

Business Assurance Business Manager
Central America, Colombia & Caribbean Region (COL-CAM)
SGS Panama Control Services Inc.



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Sangster International Airport implemented by MBJ Airports Limited

Brief Description of Verification Process

SGS has been contracted by MBJ Airports Limited, for the verification of direct and indirect carbon dioxide equivalent (CO₂e) emissions as provided by Sangster International Airport in their GHG declaration in the MBJ Airports Limited CARBON EMISSIONS REPORT 2024, Inventory period Jan-Dec 2023.

Roles and Responsibilities

The EHS Department of MBJ Airports Limited is responsible for the organization's GHG information system, the development and maintenance of records and reporting procedures in accordance with that system, using the calculation and determination of GHG emissions information and the reported GHG emissions. It is SGS' responsibility to express an independent GHG verification opinion on the emissions as provided in Sangster International Airport' GHG Assertion for the period 2023.

SGS performed a third-party verification against ISO 14064-3:2006 requirements of the 2023 GHG declaration. This International Standard requires us to meet requirements and plan and perform the verification to obtain reasonable assurance that on-site GHG emissions, removals and storage are free from significant misstatement. The assessment included review of documents and records, and interviewing personnel virtually. The verification was based on the scope, objective and verification criteria of the agreement between MBJ Airports Limited and SGS.

Level of Assurance

The level of assurance agreed is **Reasonable**.

Scope

MBJ Airports Limited has commissioned an independent verification by SGS of reported CO₂e emissions arising from their operations, to establish conformance with the requirements of ISO 14064-1:2018 within the scope of the verification as outlined below. Data and information supporting the opinion of the GHG statement were historical, projected and hypothetical in nature, and demonstrated with evidence.

This engagement covers verification of emissions from anthropogenic sources of GHG included within the organization's boundary and meets the requirements of ISO 14064-1:2018

- **Organizational boundary:** Operational Control Approach.
- **Locations included in the Verification:** Sangster International Airport
- **Description of activities:** Airport Operations
- **Physical infrastructure, activities, technologies and processes of the organization:** International Airport for passengers and cargo.
- **Operational boundary:** GHG sources included:
 - **Scope 1 – Direct emissions**
Stationary combustion, mobile combustion, process emissions and fugitive emissions
 - **Scope 2 – Energy Indirect GHG emissions.**
Purchased electricity
- **GHGs included:** CO₂, N₂O, CH₄ and HFCs. Separately CO₂e emissions due to HCFCs and biomass combustion. There are no PFC, SF₆ or NF₃.
- **GHG information for the following period was verified:** Calendar year 2023 (01/01/2023 – 12/31/2023).
- **Global Warming Potentials (GWPs):** IPCC AR6, 2021.
- **Intended user of the verification statement:** Internal and general public
- **Base Year:** 2019
- **Emission reduction initiatives and increased removals:** Renewable electricity generation through a solar panel roof top installation of 1 megawatt capacity and replace outdated Air Handling Units with more energy-efficient models.



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- **Exclusions:** De-icing operations are not carried out due to the country's climatic conditions.
- **Emission reduction goals:** 40% reduction in CO₂e emissions per Passenger below 2019 levels by 2030.
- **Significance Matrix:** The significance assessment was conducted based on the requirements for Level 2 of the ACA. Since categories 3 to 6 are not requirements for Level 2, they were excluded; however, the airport is committed to including them in the subsequent levels of the ACA

Objective

The purposes of this verification exercise are, by review of objective evidence, to independently review:

- If all CO₂ equivalent emissions are those declared by the organization in its GHG inventory and materially compliant.
- If the reported data is accurate, complete, consistent, transparent, and free of material error or omission
- the inventory has been prepared in accordance with ISO 14064-1:2018.
- If the requirements of Level 02 "REDUCTION" provided by the Airport Carbon Accreditation (ACA) program are met.

Criteria

The criteria against which the verification was carried out are the requirements of **ISO 14064-1:2018** and the Programme **Airport Carbon Accreditation (ACA) Level 2 "Reduction"**.

Materiality

SGS considered a materiality below 5% as a requirement for verification, based on the needs of the intended users of the GHG statement feedback.

Conclusions

The organization provided its GHG statement based on the requirements of ISO 14064-1:2018. The GHG information for 2023, using the organization's own tool, totals:

- **Location Based: 9,333 metric tonnes of CO₂e** for Categories 1 and 2 (Scope 1 and 2).

Separately, it was reported 1.03 tonnes of CO₂ from biomass combustion.

Details of GHG emissions are expressed in Annex 1.

The organization has made requested changes; therefore there are currently no material misstatements and if there are any limitations; mentioned at this document, does not prejudice the usefulness of the GHG declaration or the materiality.

This statement was verified by SGS with a reasonable level of assurance and is consistent with the objectives, criteria and scope of the verification agreement. In the opinion of SGS, based on the data and information provided and the processes and procedures carried out, we conclude with reasonable assurance that the GHG inventory presented:

- There is appropriate and sufficient evidence to support the emissions/removals and storage data; since all CO₂ equivalent emissions are declared, being materially correct and is a fair representation of the data and information on GHG,
- Is accurate, complete, consistent, transparent and free of material errors or omissions
- It has been prepared in accordance with ISO 14064-1:2018.

Likewise, with respect to the ACA requirements for Level 2 "Reduction", SGS verifies the preparation of the GHG inventory according for the Level 2; and demonstrate reduction with respect to the Rolling of the previous 3 years. About to the Carbon Management Plan SGS verifies implementation.

SGS' approach is risk-based, drawing on an understanding of the risks associated with modeling GHG emission information and the controls in place to mitigate these risks. Our examination included assessment, on a sample basis, of evidence relevant to the emissions reporting.

We planned and performed our work to obtain the information, explanations and evidence that we considered necessary to provide a reasonable level of assurance that the CO₂e emissions for the period 2023 are fairly stated. The audit methods used were interviews and remote walk-through on this occasion, authorized by the WSP accreditation body of the Airport Carbon Accreditation (ACA) via e-mail; as well as the review of documentation and records.



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Considerations

- The AR6 global warming potential (GWP) has been considered to be aligned with the methodology of the ACA-ACERT 7.0 Program
- The Jamaica Emission Factor has been taken from Ecometrica webpage (0.572 kgCO₂e/KWh).
- The airport maintains the environmental benefit of solar energy generated for its own operations.
- The organization has a dual reporting, aligned with the requirement of ISO 14064-1 and also GHG Protocol, with which also according
- The GHG inventories for 2019, 2021, and 2022 were recalculated. Previously, emission factors from version 5 of ACERT were being used, but these have now been updated to version 7 of ACERT, the most recent version available. Additionally, the GWP values have been updated in accordance with the IPCC's Sixth Assessment Report (AR6). These recalculations were not verified by SGS.

Modified Opinion: Weaknesses and Opportunities for Improvement

The organization has made the corrections, so the agreed materiality has been reached. The following weaknesses exist:

Weaknesses are evident in adequate control of air conditioning equipment, installation/uninstallation/maintenance to ensure fugitive emissions.

The organization is still in the process of standardizing (gathering into a single document) the procedures for GHG Management required by the standard. Consider verifying and/or validating the software for the generation and/or consumption of the photovoltaic system to reduce uncertainty, which contributes to the accuracy of avoided emissions.

This opinion shall be interpreted with the CO₂e assertion of "MBJ Airports Limited CARBON EMISSIONS REPORT 2024, Inventory period Jan-Dec 2023", prepared by *Enerion Renewables*.

ANNEX 1: ABSOLUTE EMISSIONS - 2023

EMISSION SOURCES	tCO ₂	tCH ₄	tN ₂ O	tR-410A	tR134A	tCO ₂ e
Category - Scope 1	508	0.14	2.06	0.17	0.24	1 830
Fixed Sources	320	0.02	0.05			334
Incinerator	318	0.02	0.05			331
Emergency generator	1.33	0.0001	0.0002			1.39
Fire Practices	0.67	-	-			0.67
Kitchen	0.27	-	-			0.27
Mobile Sources	155	0.07	1.99			701
Vehicles and tools	155	0.07	1.99			701
GHG leaks				0.17	0.24	758
Refrigerants				0.17	0.24	758
Waste management	32	0.06	0.01			38
International waste - Incineration	32	0.06	0.01			38
Category - Scope 2						7 503
Electricity consumption						7 503
Grand Total						9 333

Biogenic	Emissions in tCO ₂
Biogenic Carbon Emissions (Category 1)	1.03

Emissions of other GHGs not regulated by the Kyoto Protocol	Emissions in tCO ₂ e



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