

A decorative graphic consisting of a grid of overlapping circles in various shades of purple, blue, and white, positioned in the upper right quadrant of the page.

THE EMIRATES GROUP
ENVIRONMENTAL REPORT 2015-16





**His Highness Sheikh
Mohammed bin Rashid
Al Maktoum**

VICE PRESIDENT AND PRIME
MINISTER OF THE UAE AND
RULER OF DUBAI

We recognise that preserving our resources will be one of the greatest challenges in our drive towards sustainable development. This, however, will not materialise unless different facets of our society adopt energy conservation principles in their core values.





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HOUBARA BUSTARDS
WERE RELEASED ON
20TH JANUARY 2016

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Emirates is a global airline, operating the world's largest fleets of Airbus A380 and Boeing 777 aircraft from its hub in Dubai, United Arab Emirates. Its main activity is the provision of commercial air transportation services.

dnata is one of the largest combined air services providers in the world and the largest travel management services company in the UAE. Its main activities are the provision of cargo and ground handling, catering and travel services.

Emirates and dnata are independent entities and do not form a group as defined by international financial reporting standards. However, these entities are under common management.

Therefore, they are together referred to as the Emirates Group in this document.



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We celebrated an important milestone in 2015-16 when Emirates reached its 30th anniversary. In these 30 years, Emirates has grown from a small start-up to become the world's largest international airline, challenging the norms of the industry along the way.

In 2015-16, Emirates added a record 29 new aircraft to its fleet while retiring nine older aircraft, maintaining the average fleet age at a youthful 74 months, compared to the industry average of 140 months. We added flights to 20 existing destinations, and launched flights to eight new passenger destinations.

In the same year, dnata celebrated its 57th anniversary, cementing its position as one of the world's largest providers of air services with strategic acquisitions and growth in several countries, including Brazil, Italy, the Netherlands and Pakistan.

In Dubai, dnata began operations at the newly opened Concourse D at Dubai International airport.



AVIATION AND
TRAVEL SERVICES:
CONTRIBUTING TO
THE UNITED NATIONS'
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Against our business successes, the past year was a turbulent one. Instability in many parts of the world including Ukraine, Syria, Iraq and Yemen has led us to re-route flights to avoid conflict zones, which has had the unavoidable effect of increasing the fuel consumption on the flights that would normally transit these regions.

And yet, as our business grows, we are ever conscious that we have a responsibility to the communities we serve around the world. Aviation and travel services as an industry can make a real contribution towards achieving the United Nations' Sustainable Development Goals.

We are lending our support to Dubai's ambitious targets, outlined in the Dubai Plan 2021, to become a Smart and Sustainable City. Dubai's focus on clean and renewable energy led us to partner with the Dubai Electricity and Water Authority on integrating solar power into Emirates' new Engine Maintenance Centre.



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ARABIAN ORYXES:
DUBAI DESERT
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During the year, Emirates partnered with United for Wildlife to help raise awareness of how the illegal wildlife trade has brought many of our planet's most magnificent animals to the edge of extinction. To this end, we applied eye-catching wildlife designs to four of our A380 aircraft to carry the message to airports around the world. We are leading the industry in helping break the supply chain of this illegal trade. dnata's employee-led philanthropy programme dnata4good raised funds to build schools in Africa and Asia, as well as support an orphanage to take care of young rhinos left helpless as a result of poaching.

Our operations at the Dubai Desert Conservation Reserve continued to deliver exciting results, as the Arabian oryx and gazelle populations expanded and research projects investigated the diversity of wildlife in the reserve. In Australia, our Emirates One&Only Wolgan Valley resort was a winner of the prestigious Environment Minister's Award for a Cleaner Environment, part of the Banksia Awards celebrating excellence and leadership in sustainability.

Most recently, we welcomed the historic agreement at the International Civil Aviation Organisation's 39th Assembly in October 2016 to establish a scheme to address carbon emissions from international aviation – the Carbon Offsetting and Reduction Scheme for International Aviation. Together with the international aviation industry, we have long advocated for one global scheme to deal with international aviation emissions, to avoid having a tangled patchwork of overlapping schemes. We will continue to support the finalisation of the scheme's details and implementation.

As we head towards 2017, agility will be the defining characteristic of our approach, both to react quickly to challenges and to make the most of opportunities. Working together with our partners across the industry, we will continue to invest in technologies and processes that enable us to deliver our services effectively, efficiently, and with the minimum environmental impact.



**H.H. Sheikh Ahmed
bin Saeed Al Maktoum**
CHAIRMAN & CHIEF EXECUTIVE
EMIRATES AIRLINE & GROUP



Sir Tim Clark
PRESIDENT
EMIRATES AIRLINE



Gary Chapman
PRESIDENT
GROUP SERVICES & dnata

THE LEADERSHIP TEAM

The Chairman and Chief Executive of Emirates Airline and Group is His Highness (H.H.) Sheikh Ahmed bin Saeed Al Maktoum. Sir Tim Clark is President of Emirates Airline. The President of Group Services and of dnata is Gary Chapman. Both presidents are supported by a senior management team, who oversee the various business units of the Group.

SCOPE OF THE REPORT

This report covers the Emirates Group's financial reporting year (1 April 2015 to 31 March 2016). As of the end of this financial year, the Emirates Group operated in over 80 countries, with more than 95,000 staff.

We assessed the environmental impacts of the following:

- Emirates' fleet operations (passenger and cargo, the latter flown under the Emirates SkyCargo brand).
- dnata operations in Dubai (aircraft ground handling, cargo and travel services).
- Emirates and dnata commercial buildings in Dubai, including offices, training colleges, laundry services, warehouses, IT and engineering services.
- Emirates Aviation University.
- Emirates Flight Catering.
- SkyCargo truck feeder service between Dubai International airport and Al Maktoum International Airport.

Environmental impacts associated with the following activities of the Emirates Group were not included in this report:

- Fully-and partly-owned Emirates companies in the categories of air transportation and related services, consumer goods, hotel operations, and food and beverage operations.
- Outstations and the airline's offices and ground-based activities outside of the UAE.

- Partly and wholly-owned dnata ground handling, cargo, catering and travel services outside of Dubai.
- Partly-owned dnata freight-forwarding and security companies in the UAE.
- Other SkyCargo trucking services.

Note that in previous years we have included staff accommodation in Dubai, a small selection of outstations, international lounges, Alpha Flight Group Ltd., Emirates One&Only Wolgan Valley, and Dubai Airports facilities occupied by Emirates and dnata. In order to focus on the most significant aspects of our operations, we have elected to exclude these operations from the scope of the environmental assessment this year. Therefore, we have reset our baseline year for certain ground operations metrics to the current reporting year. Nevertheless, we have continued to report on environmental improvement initiatives led by Emirates Group business units internationally.

In addition, Emirates One&Only Wolgan Valley is now managed by One&Only Resorts, a subsidiary of Kerzner International Holdings Limited, although Emirates retains ownership and therefore a strong stake in the sustainable future of the property.

EMIRATES AIRLINE FLIGHT OPERATIONS

Our aircraft

Maintaining a young, technologically-advanced fleet is at the heart of our strategy. We have one of the youngest fleets in the industry: just 74 months compared with the industry average of 140 months. Investment in a modern wide-body fleet not only has environmental benefits – especially with regard to noise and engine emissions – it also enables us to offer the latest products and services on board for our customers.



*Aircraft numbers as at 31 March 2016.

Flight Operations

Our flight operations specialists continued their collaboration with air traffic management providers and airports around the world to deliver more efficient flight routings and operational procedures. Emirates is a member of every International Air Transport Association (IATA) regional coordination group, actively assisting their efforts to advocate for and support States in the development and implementation of more efficient flight procedures. The results of the work of these groups ultimately benefit all aviation operators, reducing flight times, saving fuel and emissions, and enhancing safety.

At our main hub of Dubai International, infrastructure and operational changes have increased capacity and reduced holding delays, increasing the predictability and resilience of operations. Among these changes, the first phase of a programme to enhance the arrival rate of aircraft by revising the spacing between aircraft – the 'RECAT' programme – was implemented at Dubai International for a large proportion of Emirates' aircraft.

This programme enables air traffic controllers to reduce the spacing between different size categories of aircraft, increasing the number of flights that a

runway can handle, while maintaining safe distances between aircraft to avoid the turbulence caused by 'wake vortices' – spirals of air that spill off an aircraft's wings. In addition, landing rates and the consistency of operations were improved by the extended application of Reduced Runway Separation Minima from daylight only to 24-hour availability.

We have been working with NATS in the United Kingdom, supporting the airspace restructure around London Heathrow Airport, together with the implementation of 'time-based separation' at Heathrow. Time-based separation has enabled a substantial reduction in delays due to strong winds, which also helps to reduce airborne holding times. We also worked with EUROCONTROL, supporting the rollout of the 'RECAT' programme at Paris-Charles de Gaulle.

Our operations primarily with the low-noise A380 into London Heathrow, together with strict adherence to noise abatement procedures, have kept Emirates among the top-ranked airlines in Heathrow's FlyQuiet league table, reaching fourth place in the first quarter of 2016.



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Jet Fuel Consumption and Emissions

During the year, our fuel consumption and carbon dioxide (CO₂) emissions grew 12.8% on the back of the growth in our international network. Our capacity measured in available tonne kilometres grew 11% to 56.4 billion tonne kilometres with the introduction of new passenger services to eight destinations, higher frequencies to several existing destinations, and increased capacity with larger aircraft on a number of existing routes.

Weighing against the successful growth of our network and our fuel efficiency efforts, we faced challenges such as continuing and new closures of airspace for security reasons in several regions, requiring longer flight paths to avoid these areas; a decline in overall load factor by 1.8 percentage points to 65.5%, partly reflecting global market dynamics; and a need to put in place measures to ensure the integrity

of our hub operations, all of which resulted in an overall increase in fuel consumption per passenger kilometre. As a result, our passenger fuel efficiency reached 4.20 litres per 100 passenger kilometres, compared with 3.99 L/100 PK the year before, while overall fuel efficiency reached 0.3269 litres per tonne kilometre, compared with 0.3057 L/TK the previous year. The fuel efficiency of our freighters improved 0.9% however, reaching 0.1803 litres per freight tonne kilometre.

We will be redoubling our efforts on fuel efficiency in the coming year, looking at all aspects from pilot operating techniques, through ground handling and auxiliary power unit (APU) use, to maintenance and weight reduction opportunities, as well as continuing our cooperation with authorities and air traffic management providers around the world to ensure that we can fly the most fuel-efficient flight paths.

Global Standards

The international community achieved a major milestone in recognising and mandating aircraft efficiency improvements with ICAO's agreement on the world's first CO₂ efficiency Standard for aircraft in February 2016. The Standard will apply to new aircraft types from 1 January 2020, modified aircraft types from 2023, and all remaining in-production aircraft from 2028.

ICAO's Committee on Aviation Environmental Protection (CAEP) developed the Standard, and experts from Emirates contributed through participation on the UAE delegation to CAEP. The Standard complements existing ICAO Standards on aircraft noise and engine emissions. CAEP also decided on a new Standard for aircraft engine particulate emissions, which are solid ultrafine particles such as soot. Particulate matter emissions from engines have been difficult to quantify in the past, and the development of new measurement techniques has enabled the industry and governments to progress work on a certification Standard that will help to ensure future emissions reductions.

ICAO achieved another milestone with the historic agreement at the organisation's 39th Assembly, in October 2016, to establish a scheme to address carbon emissions from international aviation. Although the Assembly took place outside the timeframe of our reporting year, the decision on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) was the culmination of many years of discussions, and reflected the momentum built up by the successful Paris Agreement on climate change. It will now be important for the international aviation industry, and for all of the stakeholders who benefit from international aviation, that market-based measures involving international aviation be globally harmonised to the extent possible, to avoid the potential development of overlapping schemes.

WE HAVE ONE OF THE
YOUNGEST FLEETS IN
THE INDUSTRY: JUST

74
MONTHS

COMPARED WITH THE
INDUSTRY AVERAGE OF

140
MONTHS

150

B777-8Xs/9Xs ON ORDER



236

PASSENGER AIRCRAFT
IN FLEET



FLEET INFORMATION AS AT 31 MARCH 2016

Aircraft	In operation	Change from March 2015	On firm order
A330-200	13	-8	-
A340-300	4	-	-
A340-500	1	-	-
A380-800	75	16	67
B777-200	-	-1	-
B777-200ER	6	-	-
B777-200LR	10	-	-
B777-300	12	-	-
B777-300ER	115	12	37
B777-8X/9X	-	-	150
Total Passenger	236	19	254
B777-200LRF	13	1	-
B747-400ERF (on wet lease)	2	-	-
Total Cargo	15	1	-
A319 ACJ	1	-	-
Total Executive Charter	1	-	-
Total	252	20	254

AIRCRAFT COMPLIANT
WITH ICAO CHAPTER 4
NOISE STANDARDS:

100%



EMIRATES AIRLINE – FLIGHT OPERATIONS ENVIRONMENTAL DATA

For definitions of the metrics in the following tables, please see Appendix 1 – Reporting Guidelines and Methodology.

Fleet noise performance compared with regulatory limits (ICAO Annex 16 Volume I Chapter 4) ¹

Metric	2015-16	2014-15	Change
Aircraft compliant with Chapter 4 (%) ²	100	100	0
Margin to Chapter 4 in Effective Perceived Noise in Decibels (EPNdB)	-10.31	-9.95	-3.6%
Percentage margin below Chapter 4 (%)	-6.55	-6.44	-0.11 percentage points

¹ Excludes wet-leased B747-400 freighters.

² Aircraft compliance with Chapter 4 was previously covered by PwC's assurance procedures, including in 2014-15. Because we continue to acquire new aircraft that consistently meet Chapter 4 Standards, we do not anticipate that this metric will change, therefore we have decided not to externally assure this metric for the current report.

Fleet engine emissions performance compared with regulatory limits (ICAO Annex 16 Volume II) ¹

Metric	2015-16	2014-15	Change
Aircraft compliant with applicable Standards (%) ²	100	100	0
Oxides of nitrogen (NOx) (%)	-8.98	-8.84	-0.14 percentage points
Carbon monoxide (CO) (%)	-58.65	-59.70	1.05 percentage points
Unburnt hydrocarbons (UHCs) (%)	-66.19	-67.52	1.33 percentage points

¹ Excludes wet-leased B747-400 freighters.

² Aircraft compliance with applicable Standards was previously covered by PwC's assurance procedures, including in 2014-15. Because we continue to acquire new aircraft that consistently meet these Standards, we do not anticipate that this metric will change, therefore we have decided not to externally assure this metric for the current report.

Fuel consumption and emissions

Metric	Unit	2015-16	2014-15	% change	Verified ²
Jet fuel consumption	tonnes	10,121,987	8,975,666	12.8	◆
Carbon dioxide emissions	tonnes	31,884,260	28,273,348	12.8	◆
Nitrogen oxide (NOx) emissions ¹	tonnes < 3,000 ft	12,633	11,255	12.2	
Carbon monoxide (CO) emissions ¹	tonnes < 3,000 ft	8,120	7,082	14.6	
Unburnt hydrocarbon (UHC) emissions ¹	tonnes < 3,000 ft	876	754	16.2	

¹ Emissions of NOx, CO and UHCs are most relevant below 3,000 feet in terms of air quality impacts. They are calculated for the landing and take-off cycle (LTO cycle) as per the applicable ICAO certification Standards and based on the manufacturers' certified engine emissions values. As we acquire newer aircraft, CO and UHC emissions tend to increase faster than the rate of CO₂ and NOx because of the tradeoffs involved in designing engines to minimise fuel consumption/CO₂ emissions and NOx emissions.

² The metrics marked ◆ are covered by PwC's assurance procedures (see PwC assurance report on page 42).

EMIRATES AIRLINE – FLIGHT OPERATIONS ENVIRONMENTAL DATA

Emirates' fleet fuel efficiency ¹

Metric	Unit	2015-16	2014-15	% change	Verified ²
Passenger fuel efficiency	L/100PK	4.20	3.99	5.3	◆
Cargo fuel efficiency (freighters only)	L/FTK	0.1803	0.182	-0.9	◆
Combined fuel efficiency	L/TK	0.3269	0.3057	6.9	◆

¹ We have chosen not to report the Operational Fuel Efficiency Factor (OFEF) this year, as we are satisfied that sufficient information is conveyed by the other three fuel efficiency metrics.

² The metrics marked ◆ are covered by PwC's assurance procedures (see PwC assurance report on page 42).

Emirates' fleet carbon dioxide emissions efficiency

Metric	Unit	2015-16	2014-15	% change	Verified ¹
Passenger CO ₂ efficiency	g CO ₂ /100PK	103.9	98.6	5.4	◆
Cargo CO ₂ efficiency (freighters only)	g CO ₂ /FTK	445.8	449.1	-0.7	◆
Combined CO ₂ efficiency	kg CO ₂ /TK	0.808	0.756	6.9	◆

¹ The metrics marked ◆ are covered by PwC's assurance procedures (see PwC assurance report on page 42).

Fuel jettison events

Fuel is only jettisoned in an in-flight emergency situation when it is necessary to lower the aircraft weight to ensure a safe landing.

	2015-16
Technical Reasons	9
Medical Reasons	26
Total Events	35
Jettisoned Fuel (tonnes)	445.3

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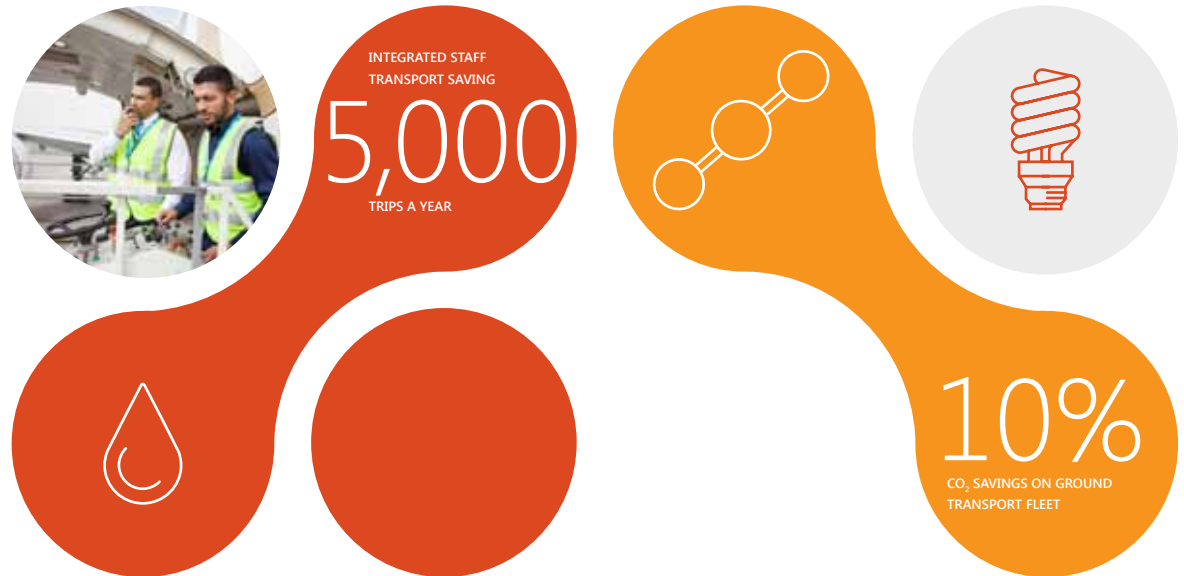
REASONABLE ASSURANCE REPORT



GROUND OPERATIONS

Ground Transportation

On the ground, our vehicle fleet managers are focused on minimising the environmental footprint of our operations. Dubai Airports recognised these efforts with an award for Best Green Organisation, presented to Emirates' Central Services department at the Safety and Security Excellence Awards 2015, for reducing the carbon footprint of the ground transport fleet by 10%.



A man in a high-visibility vest and white shirt is holding a tablet, standing in front of an aircraft engine. The background is slightly blurred, showing the engine and some airport equipment. The man is smiling and looking at the camera.

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The Central Services department follows a two-pronged approach: managing growth efficiently, and continuously improving existing operations. The introduction of more fuel efficient vehicles and optimised trip planning, which we reported on in the previous two Environmental Reports, is paying off. On top of this, safety and security initiatives such as vehicle monitoring, driver training and awareness campaigns on topics such as maintaining safe distances and avoiding unnecessary engine idling have driven reductions in both fuel and maintenance costs.

In January 2016, the Emirates Group and Dubai Airports joined forces to integrate their staff transport services to Dubai World Central (DWC). The integrated approach will reduce congestion on roads by saving 5,000 trips a year, save on fuel and other costs, and reduce CO₂ emissions by 210 tonnes a year. At the same time, safety enhancements will help to ensure the security and comfort of staff using the service.

In the UK, dnata is actively involved in the Heathrow Clean Vehicles Partnership, an initiative to reduce the carbon footprint in and around the airport, while dnata Airport Operations in Dubai has established their own internal carbon footprinting portal to monitor fuel consumption and the resulting greenhouse gas emissions.



Spotlight: Intermodal Transport

Enhanced connectivity between air and rail both helps our customers travel to a wider variety of destinations more comfortably and conveniently, and contributes to a more seamless and efficient transport network. Emirates' customers can now book air-rail journeys to a greater range of destinations in Europe directly on the Emirates website. We entered into our first air-rail codeshare partnership with SNCF, France's national railway company, which enables Emirates' customers from around the world to connect to 19 new destinations in France. We also partnered with Austrian Rail on an interline arrangement.

Multimodal transport is increasingly a governmental focus: already in 2011, the European Commission White Paper (Roadmap to a Single Transportation Area) called for greater integration of airports, ports, railways, and metro and bus stations, transforming them into multimodal connection platforms for passengers, together with online integration of ticket booking systems. Emirates' partnerships with SNCF and Austrian Rail directly support this direction.

Buildings and Facilities

A wide range of initiatives targeting our energy consumption have been taken across the Group, including a major solar energy installation. In one of our most significant developments during the year, Emirates, in partnership with the Dubai Electricity and Water Authority (DEWA), installed a one megawatt array of solar photovoltaic panels at its state-of-the-art Engine Maintenance Centre. The 2,990 panels, which form a roof over the Engine Maintenance Centre car parks, are expected to generate in excess of 1,884 megawatt-hours of electricity every year, saving around 800 tonnes of carbon dioxide annually.

The project is linked to DEWA's Shams Dubai initiative, part of a series of 'smart grid' initiatives to develop the clean energy infrastructure of Dubai ('shams' means 'sun' in Arabic). The Shams Dubai Distributed Renewable Resource Generation Programme was established to enable building owners and households to install solar photovoltaic panels for their own consumption, and also to feed back into the electricity grid.



Other energy efficiency measures taken across the Group include the following:

- Emirates Engineering replaced the lights used for aircraft cabin maintenance with light emitting diode (LED) lights, using 50% less power and at the same time producing less heat, which in turn reduces the load on pre-conditioned air for cooling the aircraft. LED lights activated by motion sensors were also installed in the engineering stores warehouses.
- A comprehensive refurbishment of Emirates' London office was an opportunity to focus on energy efficiency. The newly-completed office space now features LED lighting, upgraded air conditioning, and a more efficient use of floor space, resulting in a remarkable reduction in electricity consumption of around 60%.
- In Australia, dnata's cargo operation in Brisbane has reduced electricity consumption by a substantial 38% since 2013. They achieved this by switching off unnecessary lights during daylight hours, unplugging redundant equipment, and installing energy efficient air conditioning systems. They expect to make additional savings this year with a state-of-the-art energy efficient lighting upgrade.

- dnata in Sydney replaced high-maintenance halogen lights in their cargo facilities with LED lights. The new lights enabled a higher level of lighting with the associated safety benefits, together with higher reliability, and achieved these benefits with 27% fewer lighting fixtures and nearly 60% less power consumption per fixture. Integrating daylight harvesting saved a further seven hours a day of electrical power.

As a major tenant and stakeholder at Dubai International (DXB) and Dubai World Central (DWC), the Emirates Group is highly supportive of Dubai Airports' commitment to Airports Council International's (ACI's) Airport Carbon Accreditation Programme. During the year, Dubai Airports achieved Level 2 accreditation under the programme, which demonstrates that the airport is measuring, managing and reducing its carbon footprint. dnata contributed ground handling emissions data to assist them in compiling their carbon footprint report.

POSTAL MAIL VOLUMES
REDUCED BY
40%



Resource Management

The approaches and standards relating to international aircraft cabin waste management vary at different airports around the world, which makes it challenging to implement a consistent method of collecting cabin waste for recycling on international flights; in some destinations, recycling is not possible due to regulations applying to international cabin waste or lack of facilities on the ground. Nevertheless, we are open to opportunities to increase resource recovery where operational and regulatory conditions permit, and in this light we had a successful start to recycling on flights to Athens in 2016. The support and systems put in place by the airport management and contractors on the ground at Athens International Airport, together with the efforts of our cabin crew, have made this a smooth process, enabling us to recycle 240 kg of paper, aluminium and glass in the first two months of the programme alone.

At Emirates Group Headquarters in Dubai, our corporate efforts to cut down on paper consumption were recognised with an award at the Dubai Airports Safety and Security Excellence Award for the 'Go Green Go Paperless' campaign run by Emirates' Central Services department. The campaign has reduced postal mail volumes handled at Emirates Group Headquarters by 40% by encouraging staff to sign up for electronic statements from their banks and other service providers. As well as significantly reducing the amount of paper involved, the initiative has also helped to save on equipment operating and maintenance costs and enabled staff to be reallocated to other business needs.



The Corporate Psychology department managed to cut their printing by a huge 90% by transitioning their paper-based psychometric reports to digital tablets. Candidates for a position in the Emirates Group are given rigorous psychometric tests as part of the recruitment process, to ensure that we hire the best. The old paper-based process required the printing of multiple reports, which then had to be manually scanned back into a database and physically filed in a storage room. Determined to save on paper and associated costs, the department acquired a set of tablets and set up a secure intranet-based database, allowing them to receive and share the test results with candidates on the screen. The entire process has numerous benefits, saving

paper, toner and electricity, and reducing staff time, and also enabling the department to release filing space for a more productive use.

The Employee Services Centre in Emirates Group Headquarters, which provides assistance to the many thousands of Group employees, also went paperless. Paper coupons printed out by the registration kiosks were replaced with a completely digital messaging process that can be linked to employees' mobile phones, notifying them when their appointment is due.

EMIRATES GROUP – GROUND OPERATIONS ENVIRONMENTAL DATA (DUBAI)

For definitions of the metrics in these tables, please see Appendix 1 – Reporting Guidelines and Methodology.

Fuel consumption from ground vehicle operations

Metric	Unit	2015-16	2014-15	% change
Diesel consumption	litres	34,759,531	30,014,809	15.8
Petrol consumption	litres	17,841,749	14,074,343	26.8
Total fuel consumption	litres	52,601,280	44,089,152	19.3
Fuel consumption per head of staff	litres/head/day	2.46	2.06	19.6

Electricity consumption

Metric	Unit	2015-16	2014-15	% change
Electricity consumption	MWh	261,280	212,487	23.0
Electricity per head of staff	kWh/head/day	12.2	9.9	23.2

Water consumption

Metric	Unit	2015-16	2014-15	% change
Water consumption	ML	2,849.4	2621.6	8.7
Water consumption per head of staff	litres/head/day	133.5	122.5	9.0

Materials recycled

Material	2015-16
Paper and cardboard	3,281.4
Plastic - all types including plastic bottles and polycarbonate	12.6
IT and e-waste	79.3
Cooking oil	35.6
Aluminium - foil, cans, aviation grade 2017A alloy	11.0
Steel - scrap and cans	17.1
Total (tonnes)	3,437.0

Note that the scope has changed this year: for the purposes of simplifying the reporting process, in 2015-16, we have excluded staff accommodation and data from Dubai Airports. The figures for 2014-15 have been updated to reflect these changes.



EMIRATES GROUP – CARBON DIOXIDE EMISSIONS

Emirates Group carbon dioxide emissions in tonnes, by scope and source

Reporting Scope and Source	2015-16	2014-15	% change
Scope 1			
Jet fuel consumption	31,884,260	28,273,348	12.8
Fuel consumption in ground vehicles and equipment	135,244	113,693	19.0
Total Scope 1 emissions	32,019,504	28,387,041	12.8
Scope 2			
Electricity	182,896	148,741	23.0
Water (desalinated)	42,741	39,324	12.8
Total Scope 2 emissions	225,637	188,065	20.0
Total Emissions	32,245,141	28,575,106	12.8

3,347
TONNES RECYCLED



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BIODIVERSITY AND CONSERVATION

United Against the Illegal Wildlife Trade

Emirates showed its strong support for actions to stem the illegal trade of wildlife and wildlife products, which is having devastating consequences for wildlife and the environment in many parts of the world. We partnered with United for Wildlife, a global collaboration which unifies the efforts of leading wildlife charities under the leadership of His Royal Highness the Duke of Cambridge, and we were one of the founding signatories of the Buckingham Palace Declaration on 15 March 2016, which calls for the entire transport sector to help in bringing an end to the illegal trade in wildlife.





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Within Emirates, we have been establishing training programmes for our ground and cargo workforce, while helping to raise awareness of the scale of the problem via our magazines, inflight entertainment channels, social media, and even on our aircraft travelling the world, with four A380s displaying highly visible wildlife designs.

In addition, we joined the Consultative Body of the United States Agency for International Development's (USAID) ROUTES programme: Reducing Opportunities for Unlawful Transport of Endangered Species, a five-year partnership bringing together experts from a range of US government agencies, NGOs, international organisations and industry representatives to work together to disrupt wildlife trafficking.



Australian Projects

Emirates One&Only Wolgan Valley in New South Wales, Australia, was one of two winners of the 2015 Environment Minister's Award for a Cleaner Environment, part of the prestigious Banksia Awards, which recognise leadership and innovation in sustainability in Australia. In announcing the award, the Australian Minister for the Environment, the Hon. Greg Hunt MP commented that the resort, by looking after its local environment as well as its guests, "has shown that dedication and support for the environment is not only possible but also makes good business sense. The resort has taken a leading role in the tourism industry for wildlife conservation and shown how environmentally sensitive development and ongoing environmental action can reclaim and support a natural ecosystem."

Last year, we reported how Emirates Airline and Emirates One&Only Wolgan Valley jointly funded WomSAT, an innovative citizen science project aimed at recording

wombat sightings in Australia to help with monitoring populations of the iconic marsupial. As of the end of the financial year, close to 4,000 sightings of wombats and/or their burrows had been registered on the WomSAT website.

WomSAT was developed by the University of Western Sydney, and researchers and students from the university continue to carry out research at Wolgan Valley on wombats and eastern grey kangaroos. Their projects help to deepen our knowledge of these animals and their habitat, and to better understand how to ensure they continue to thrive.

www.womsat.org.au

Dubai Desert Conservation Reserve

The Emirates Group funds the operations of the 225 km² Dubai Desert Conservation Reserve (DDCR), a representative inland desert habitat that has been protected by government mandate since 2003. The DDCR's managers maintain a comprehensive programme of ecological research; below is a summary of activities undertaken during the year.

Mammals:

A total of 89 Arabian oryx calves were born in 2015, increasing the population to 450 by December 2015. At the same time, the gazelle population increased to 410 Arabian gazelles and 115 sand gazelles.

Birds:

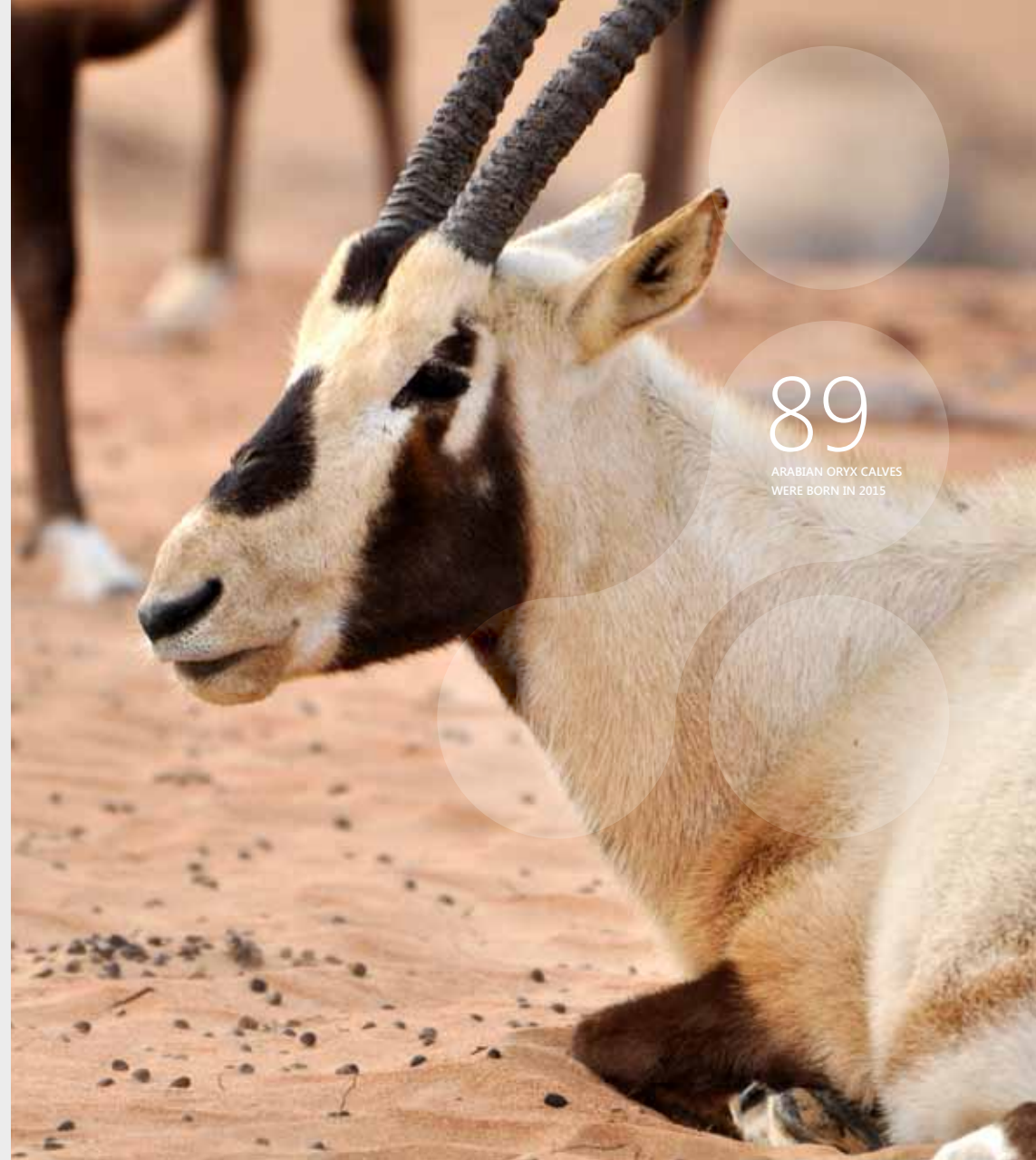
100 houbara bustards were released on 20th January 2016, in conjunction with the National Avian Research Centre. The houbara bustard is a culturally important bird in the UAE, but is also endangered; the reserve is therefore an important sanctuary for this species.

Reptiles:

A survey of snakes was carried out in June-August 2015 in both sand dune and gravel plains habitats. The researchers caught and released 23 snakes comprising five species: saw-scaled viper, Arabian horned viper, sand boa, Afro-Asian sand snake and crowned leaf-nosed snake.

89

ARABIAN ORYX CALVES
WERE BORN IN 2015



Insects:

The DDCR hosted an international expert on pollinating wasps and bees in April 2015. An intensive two-week survey across 18 sites resulted in recordings of 34 species of wasps and 23 species of bees. The team also collected a number of undescribed species, which have been sent to taxonomic experts for identification.

Spiders:

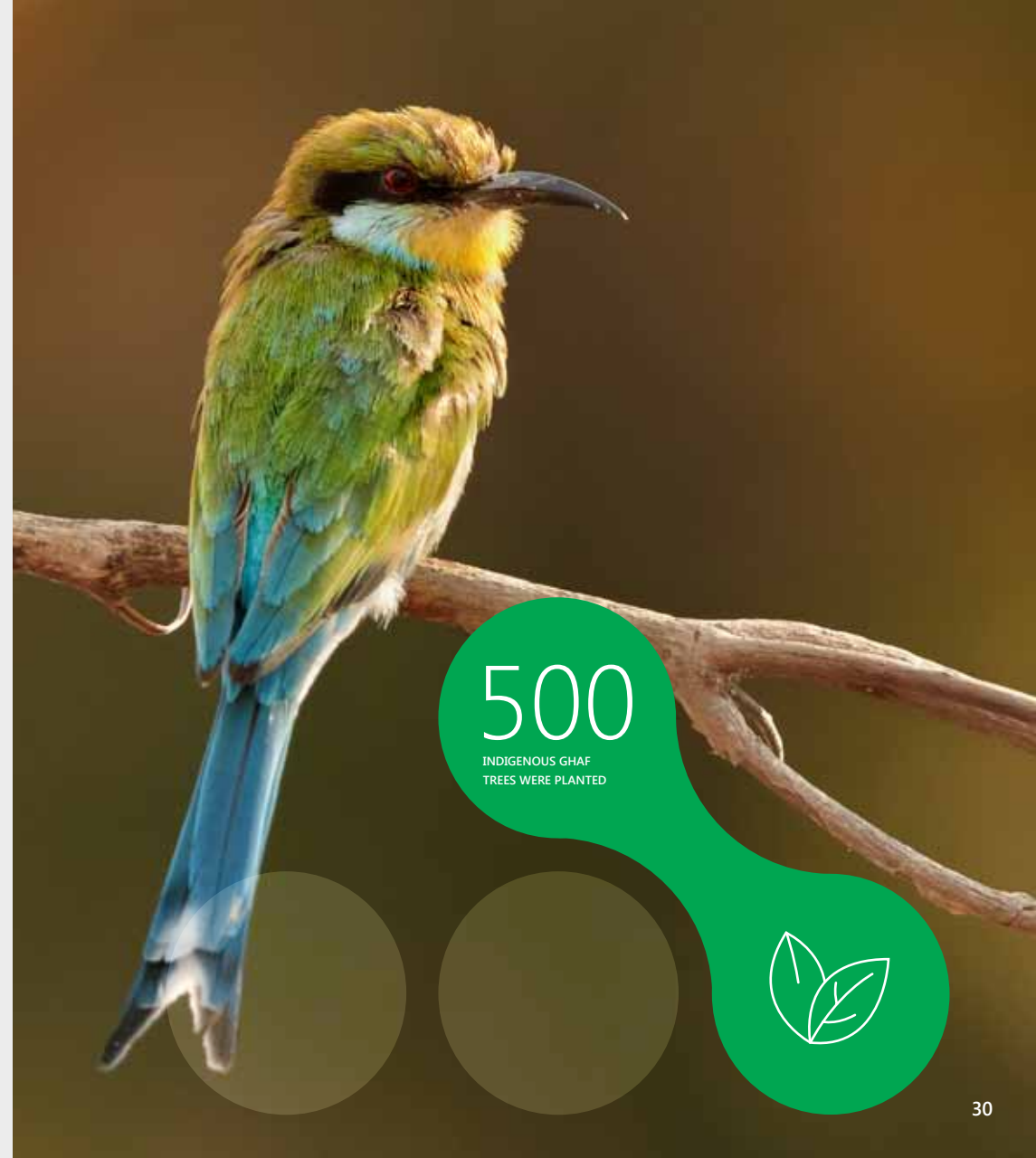
Spiders are an important part of the ecosystem, controlling insect populations and themselves being eaten by birds. A survey carried out between September and November 2015 found a wide diversity of spiders in the reserve.

20 species were identified in nine families – orb weavers, wolf spiders, velvet spiders, ground spiders, lynx spiders, cellar spiders, jumping spiders, huntsman spiders and ant spiders. The most abundant species was *Evipppa arenaria*, a type of wolf spider, easily identifiable because its eyes reflect torchlight at night.

Plant life:

500 indigenous ghaf trees were planted in conjunction with the Goumbook Give-a-Ghaf programme, a Dubai-based initiative that aims to protect one of the most valuable symbols of the living desert.

The DDCR's managers are also monitoring the carrying capacity of the vegetation in the DDCR, to understand the availability of forage plants in the reserve and the impacts of grazing, soil types, and climatic conditions on forage productivity.



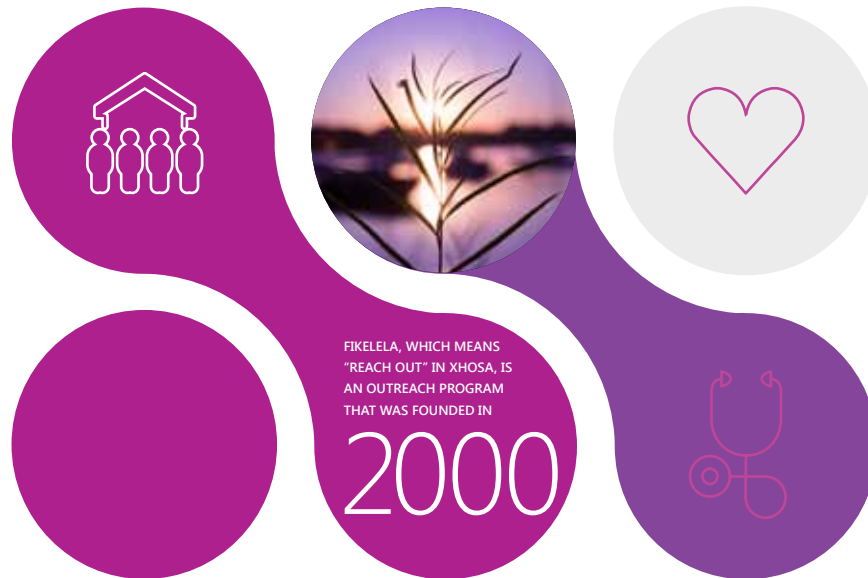
COMMUNITY

Emirates Airline Foundation

Under the patronage of His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive, Emirates Airline and Group, the Emirates Airline Foundation is a non-profit charity organisation which provides humanitarian and philanthropic aid and services for children in need. The foundation, made up of volunteer employees and friends of the Emirates Group, is funded by generous donations of money and Skywards Miles from passengers and staff.

Here are some of the projects the foundation sponsored during the year.

For more information, please see the foundation website: <http://www.emiratesairlinefoundation.org>





The Emirates-CHES Home

The Emirates-CHES Home is an orphanage for 100 human immunodeficiency virus (HIV) positive children in Chennai, India. The facility, operated in conjunction with the Community Health Education Society (CHES) non-governmental organisation, also provides schooling, medical care and extra-curricular activities – all with the aim of providing opportunities and a normal life to children who otherwise would have very little hope.

The Emirates Airline Foundation sponsored the building of primary facilities in 2009-2010. These included dormitories, classrooms, a kitchen and dining facility and a recreation centre. More recently, a two-year building project added five new facilities to expand the offerings of the home: a counselling centre, girls' dormitory, administration office, children's gym, and a swimming pool.

Virланіe Foundation

The Emirates Airline Foundation began supporting the Philippines-based Virланіe Foundation in 2016. The Virланіe Foundation cares for children in need of special protection – those who are among the poorest of the poor, the abandoned, abused, exploited, neglected and orphaned. Through its various programmes and services, the Virланіe Foundation strives to build a better future for these children by "giving back their smiles".

Currently, the Virланіe Foundation operates eight children's homes, most of which are located in Makati City, as well as one in Dasmarinas, Cavite. As soon as a child is entered in one of the Virланіe Homes, he or she will be provided with various services and programmes to help empower him or her to live life to the fullest. The Virланіe Foundation also runs outreach programmes for children and families in the streets, as well as programmes for poor communities in Metro Manila and the provinces.

Singakwenza

South Africa-based Singakwenza, which means "We can do it!" in isiZulu, is a non-profit company that aims to provide low-cost, high-impact health and early education through empowerment programmes to economically disadvantaged communities. They have expanded their crèche mentorship programme, now mentoring ten crèches and in just six months reaching 614 educators and parents, who can positively impact over 17,700 children.

Singakwenza also expanded its innovative Waste2Toys programme, holding workshops in areas with limited community resources. During each three-hour workshop, parents and educators learn how to make their own toys and teaching materials using recycled items. Their goal is to help teachers and parents to understand that they are the most important element in a child's education. In the space of six months, Singakwenza held workshops in 15 towns across South Africa, as well as in Lusaka and Livingstone in Zambia.

Fikelela

Fikelela, which means "reach out" in Xhosa, is an outreach programme committed to serving the children of South Africa – in particular the youngest victims of the HIV/AIDS pandemic. Founded in 2000, the Fikelela Children's Centre is situated in Mandela Park Khayelitsha and serves the area of the Western Cape. The centre provides care and housing for up to 40 children from 0 to 8 years who have been abandoned, neglected or orphaned, and affected or infected by HIV/AIDS. Children are nursed back to health, placed into educational facilities and provided with early childhood development programmes. The aim is to reunite children with their families, and where this is not possible, children are placed into good foster homes which are carefully screened and monitored by social workers. The Emirates Airline Foundation has been supporting the centre since 2013.



dnata4good

dnata4good is an employee-led initiative that rallies the philanthropic efforts of dnata's 38,000 employees. Staff are encouraged to participate as little or as much as they like, through fundraising, donations, and even front-line volunteering.

In December 2015, total fundraising by our employees in support of dnata4good crossed the AED 1 million mark - a sum also matched by dnata.

During the year, dnata4good funded the building of five schools and dnata volunteers helped build three of those, in remote areas of Senegal, Malawi and Nepal.

South Africa-based Rhino Revolution, an organisation also supported by dnata4good, took in four orphaned rhino calves during the year. These young rhinos will be under expert care for the next three years, before being released back into the wild.

Importantly, dnata4good is driven by our passionate, global workforce and their volunteering and fundraising initiatives. From baking cakes to building schools, their efforts are delivering real change.



APPENDIX 1

Reporting Guidelines and Methodology

The 2015-16 Emirates Group Environmental Report covers the Emirates Group's Financial Year, from 1 April 2015 to 31 March 2016. The report was prepared with reference to many of the methods within the Global Reporting Initiative – G4 Reporting Guidelines. However, as this report focuses on environmental issues, it does not contain or reference the Standard Disclosures required by the Guidelines for a report prepared 'in accordance' with GRI G4.

References to Scope 1, 2 and 3 emissions within this report are based on definitions from the Greenhouse Gas Protocol – revised edition (2012).

The methodology for the calculation of selected flight operations metrics was taken into account by PwC in their assurance procedures (see PwC assurance report on page 42). We have requested PwC to provide assurance over the following metrics, which are deemed most material to our environmental performance:

- i. Total fuel consumption of the airline (aircraft fuel consumption only);
- ii. Total CO₂ emissions of the airline (aircraft emissions only);
- iii. Fuel efficiency of the airline, in terms of litres per 100 passenger kilometres, litres per freight tonne kilometre and litres per total tonne kilometres (aircraft fuel consumption only);
- iv. CO₂ efficiency of the airline in terms of grams of CO₂ per passenger kilometre, grams of CO₂ per freight tonne kilometre and kilograms of CO₂ per total tonne kilometres (aircraft emissions only).

FLIGHT OPERATIONS METRICS

Emirates' Flight Operations team calculated the following environmental performance metrics.

Jet Fuel, Carbon Dioxide Emissions and Fuel Efficiency

Scope: All flights flown by aircraft with the Emirates International Civil Aviation Organisation (ICAO) call sign (scheduled and unscheduled services, passenger and cargo operations, including wet-leased cargo aircraft).

Total Fuel Consumption (for all Emirates aircraft) (tonnes)

Method: European Union Emissions Trading System (EU ETS) "Method B" formula, where the fuel consumption on the chosen sector equals the fuel remaining in the aircraft's tanks from the previous sector plus the total fuel uplift on the chosen sector, minus the fuel remaining at the end of the sector. This method is used in order to capture the fuel consumption by the aircraft's auxiliary power unit (APU) on the ground.

Data gaps and erroneous data are handled using substitution data as close to actual values as possible.

Fuel mass is converted to volume using a factor of 0.785 kg per litre, which is the average value across Emirates' network according to fuel supplier data

Total Carbon Dioxide (for all Emirates aircraft)

3.15 kg CO₂ per kg of jet fuel burnt (industry standard emissions factor).

Total Number of Passengers and Passenger Weight

Passenger numbers are obtained from the Emirates check-in system, and include all adult and child passengers as well as non-revenue passengers. Infants and crew on duty are excluded.

The standard mass assigned to each type of passenger (male, female, child, infant) is approved by the UAE General Civil Aviation Authority (GCAA). Infants are included in the total passenger weight.

Payload

The total mass of passengers (calculated as described above), baggage, excess checked baggage, cargo and courier load, aggregated in tonnes. The figures are calculated based on actual data from passenger check-in and SkyCargo operational procedures and databases. Includes non-revenue cargo.

Calculations and estimates are used to fill any data gaps.

Distance

Planned Equivalent Still Air Distance (ESAD), which is the planned actual ground distance (from the Emirates flight planning system) corrected for the wind effect. A factor 1.852 is used to convert nautical miles (NM) into kilometres (km).

Great Circle Distance (GCD) is used to estimate flying distances for wet-leased cargo aircraft, because Emirates does not have access to the flight planning information of the third-party operators.

Tonne-Kilometres (TK)

The payload of the aircraft in tonnes (including non-revenue cargo) multiplied by the distance flown in kilometres.

Passenger Fuel Efficiency (Emirates passenger flights) (L per 100 PK)

Total amount of fuel in litres consumed by all passenger aircraft divided by 100 passenger-kilometres flown. Excludes the fuel consumed to carry cargo and baggage.

Cargo Fuel Efficiency (Emirates SkyCargo flights) (L per FTK)

Total amount of fuel in litres consumed by all cargo aircraft divided by tonne-kilometres. Excludes freight carried in the cargo holds of passenger aircraft.

Overall Fleet Fuel Efficiency (All Emirates flights) (L per TK)

Total amount of fuel consumed by all Emirates aircraft divided by total tonne-kilometres (passengers and cargo).

Passenger Carbon Dioxide Efficiency (Emirates passenger flights) (g CO₂ per PK)

Passenger Fuel Efficiency x (0.785 x 3.15 x 1000) / 100
where 0.785 is Emirates' average fuel density in kg per litre.

Cargo Carbon Dioxide Efficiency (Emirates SkyCargo flights) (g CO₂ per FTK)

Cargo Fuel Efficiency x (0.785 x 3.15 x 1000)

Overall Fleet Carbon Dioxide Efficiency (all Emirates flights) (kg CO₂ per TK)

Overall Fleet Fuel Efficiency x (0.785 x 3.15)

Non-Carbon Dioxide Emissions

Scope: Emirates passenger and cargo aircraft (metrics relating to regulatory limits exclude wet-leased cargo aircraft).

Emissions: Oxides of nitrogen (NOx), carbon monoxide (CO) and unburnt hydrocarbons (UHCs).

Landing and Take-Off (LTO) Cycle Emissions for Emirates Aircraft (tonnes below 3,000 ft)

The sum of total flights for each aircraft type multiplied by the number of engines on that aircraft type, multiplied by the manufacturer's published LTO cycle emissions data for that engine type. The LTO cycle is defined by the industry as all operations below 3,000 feet altitude.

Compliance Margins Relative to Regulatory Limits (ICAO Annex 16 Volume II Standards)

Margins against regulatory limits are sourced directly from the ICAO engine emissions databank, and presented by weighted fleet average.

Excludes wet-leased cargo aircraft.

Percentage of Aircraft Compliant with Regulatory Limits (ICAO Annex 16 Volume II Standards)

The number of aircraft compliant with ICAO Annex 16 Volume II regulatory limits is given as a percentage of the whole fleet. Excludes wet-leased cargo aircraft.

Aircraft Noise

Scope: Emirates passenger and cargo aircraft, excluding wet-leased cargo aircraft.

Compliance Margins Relative to Regulatory Limits (ICAO Annex 16 Volume I Chapter 4 Standards)

The cumulative margins of Lateral, Fly-over and Approach noise levels of Emirates aircraft are compared against ICAO noise level Standards (ICAO Annex 16 Volume I Chapter 4), and presented by weighted fleet average.

Percentage of Aircraft Compliant with Regulatory Limits (ICAO Annex 16 Volume I Chapter 4 Standards)

The number of aircraft compliant with ICAO Annex 16 Volume I Chapter 4 regulatory limits is given as a percentage of the whole fleet.

Fuel Jettison Events

Scope: Emirates passenger and cargo aircraft, excluding wet-leased cargo aircraft.

Fuel jettison event data was extracted from the Group Safety database together with Flight Operations fuel data. The number of events per reason for fuel jettison is recorded, along with the total tonnes of fuel jettisoned.

GROUND OPERATIONS METRICS

Scope: Commercial operations in Dubai. Note that previous years’ Environmental Reports included staff accommodation, airport lounges, a selection of outstations, Alpha Catering, and Dubai Airports facilities occupied by Emirates Group operations; we have decided to exclude those facilities from our scope this year in order to focus on our core operational areas in Dubai.

Fuel Consumption (litres) and CO₂ Emissions (tonnes)

Fuel consumption for the ground operations fleet was collected directly from monthly departmental records for each vehicle.

CO₂ emissions were calculated using the US Environment Protection Agency (EPA) Emission Factors for Greenhouse Gas Inventories (https://www.epa.gov/sites/production/files/2015-07/documents/emission-factors_2014.pdf):

Petrol: 8.78 kg CO₂ per US gallon, or 2.32 kg CO₂ per litre

Diesel: 10.21 kg CO₂ per US gallon, or 2.70 kg CO₂ per litre

Fuel Consumption per Head of Staff (litres/head/day)

The annual fuel consumed (in litres) by all the business units, facilities and geographical locations included in the scope of this report, divided by the number of all staff based at those units, facilities and locations.

Electricity Consumption in Megawatt Hours (MWh)

Extracted from billing information provided by Dubai Electricity and Water Authority (DEWA) to Group entities. In cases where electricity consumption billing data was not available at the time of report preparation, a monthly average consumption figure was calculated.

CO₂ Emissions Due to Electricity Consumption (tonnes)

Total megawatt hours multiplied by the carbon dioxide emissions factor assigned to the local method of power generation, following the location-based method of the amended Greenhouse Gas Protocol Scope 2 Guidance (note we have only reported CO₂ emissions, not CO₂e, i.e. we have not included emissions factors for other greenhouse gases). The carbon dioxide emissions factor applied in Dubai was 0.700 kg CO₂/kWh for DEWA-supplied electricity.

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Electricity Consumption per Head of Staff (kWh/head/day)

The total annual electricity consumption by all the business units, facilities and locations included in the scope of this report, divided by the number of staff based at those units, facilities and locations.

Water Consumption in Megalitres (ML)

Extracted from billing information provided by Dubai Electricity and Water Authority (DEWA) to Group entities.

Tonnes of CO₂ Emissions Due to Electricity Consumption from the Desalination Process (tonnes)

Volume of water consumed (in cubic metres) multiplied by a carbon dioxide emissions factor of 15 kg of carbon dioxide per cubic metre of water (Arab Forum for Environment and Development, 2010).

Water Consumption per Head of Staff (litres/head/day)

The total annual water consumption by all the business units, facilities and locations included in the scope of this report, divided by the number of staff based at those units, facilities and locations.

Waste Generated (tonnes)

Not reported for 2015-16 due to data collection issues.

Recycled Materials (tonnes)

Mass of individual recycling streams as reported by recycling contractors.

CO₂ Emissions from Ground Operations (tonnes)

Total tonnes of carbon dioxide emissions from the Group's ground operations, calculated by summing the total reported quantity from each source of emissions.

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Abbreviations and References

List of Abbreviations

AED	United Arab Emirates dirham
APU	auxiliary power unit
ASK	available seat kilometres
ATK	available tonne kilometres
CAEP	Committee on Aviation Environmental Protection
CO	carbon monoxide
CO ₂	carbon dioxide
CORSIA	Carbon Offsetting and Reduction Scheme for International Aviation
DDCR	Dubai Desert Conservation Reserve
DEWA	Dubai Electricity and Water Authority
DWC	Dubai World Central
EKFC	Emirates Flight Catering
EPNdB	effective perceived noise level in decibels
ESAD	equivalent still air distance
EU ETS	European Union Emissions Trading System
g CO ₂ /FTK	grams of CO ₂ per freight tonne kilometre

g CO ₂ /PK	grams of CO ₂ per passenger kilometre
GCD	great circle distance
GHG	greenhouse gas
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
kg CO ₂ /TK	kilograms of CO ₂ per tonne kilometre
L/100PK	litres per 100 passenger kilometres
L/FTK	litres per freight tonne kilometre
L/TK	litres per tonne kilometre
LED	light emitting diode
LTO Cycle	landing and take-off cycle
MBM	market-based measure
NOx	nitrogen oxides
OFEF	operational fuel efficiency factor
RNP-AR	Required Navigation Performance-Authorisation Required
UHC	unburnt hydrocarbons

Reasonable assurance report

To: the Presidents of the Emirates Group

Engagement and responsibilities

We have been engaged by the Emirates Group to perform a reasonable assurance engagement on the following measures presented at pages 15 and 16 and marked with a ♦ (hereafter: the reported annual environmental data) in the accompanying Environmental Report 2015-2016 by the Emirates Group, Dubai:

- Total jet fuel consumption of the airline (aircraft fuel consumption only);
- Total CO₂ emissions of the airline (aircraft emissions only);
- Fuel efficiency of the airline, in terms of volume per passenger kilometre, volume per freight tonne-kilometre and volume per total tonne-kilometre (aircraft fuel consumption only);
- CO₂ efficiency of the airline in terms of CO₂ weight per passenger kilometre, CO₂ weight per freight tonne-kilometre and kilograms CO₂ per total tonne-kilometre (aircraft emissions only).

All other information in the Environmental Report 2015-2016 was not subject to our engagement and we do not report and do not opine on this information.

The Presidents of the Emirates Group are ultimately responsible for the preparation and presentation of the Environmental Report 2015-2016. We are responsible for providing an assurance report on the reported annual environmental data presented in the Environmental Report 2015-2016.

Criteria

The reporting criteria used by the Emirates Group are described in the Emirates Group 2015-2016 Environmental Report – Reporting Guidelines and Methodology, as included on pages 35 - 40. We

consider the reporting criteria to be relevant and sufficient for our engagement.

CO₂ quantification is subject to uncertainty because of such things as emissions factors that are used by mathematical models to calculate emissions, and the inability of those models to precisely characterize under all circumstances the relationships between various inputs and the resultant emissions because of incomplete scientific knowledge.

Scope and procedures performed

We planned and performed our procedures in accordance with Dutch Law and the International Standard on Assurance Engagements (ISAE) 3000 'Assurance engagements other than audits or reviews of historical financial information' and ISAE 3410 'Assurance Engagements on Greenhouse Gas Statements'. These standards require that we plan and perform our procedures to obtain reasonable assurance about whether the reported annual environmental data are free from material misstatement.

Reasonable assurance

This engagement is aimed at providing reasonable assurance. A reasonable assurance engagement involves performing procedures to obtain verification evidence about the reported environmental data in the Emirates Group Environmental Report 2015-2016. The procedures selected depend on our judgement, including the assessment of the risks of material misstatement in the reported annual environmental data due to omissions, misrepresentations and errors. In making those risk assessments, the verifier considers internal controls relevant to the company's preparation and fair presentation of the reported annual environmental data in order to design verification procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the company's internal controls regarding environmental reporting.

Within the scope of our work we performed, amongst others, the following procedures:

- reviewed documents to gain an understanding of the activities and structure of the Emirates Group;
- conducted interviews with Emirates Group management to understand the data collection process and to evaluate the accuracy of the quantitative and qualitative information in the reported annual environmental data;
- reconciled reported data with internal and external source documentation;
- performed analytical procedures on the reported data;
- evaluated the appropriateness of quantification methods and reporting policies used;
- assessed the data gap approach used, and the methods used to estimate missing data; and
- evaluated the overall format and presentation of the annual environmental data, as presented in the Environmental Report 2015-2016 (including an evaluation of the consistency of the information, in line with the above-mentioned reporting criteria).

We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Opinion

In our opinion, the reported annual environmental data, as included in the Emirates Group Environmental Report 2015-2016 (pages 15 and 16) and marked with a ♦, as mentioned in the paragraph "Engagement and responsibilities", have been prepared, in all material respects, in accordance with the Emirates Group Environmental Report 2015/16 – Reporting Guidelines and Methodology.

Amsterdam, 8 December 2016
PricewaterhouseCoopers Accountants N.V.

Original signed by:

Jan van der Hilst