

# CLIMATE ACTION PLAN

## Climate Action - where we stand, and our commitment

Sea To Sky Air's climate action plan serves as our roadmap toward a low carbon future. We know that in order to deliver on our company mission, we need to transform our operations to deliver effective climate action, immediately.

We understand that our goal to foster a deeper connection with the environment is currently reliant on fossil-fuel driven aircraft. This irony is not lost on us; we spend a lot of focused time considering whether we truly have the right impact. We believe that we do. We also recognize that we have a responsibility to the environment that we are connected to.

Our climate action plan will guide our operations and our decision making to ensure that we have a meaningful, measurable impact. We will ensure that our climate action plan plays a prominent role in our company decision making, in our day to day operations, and in our planning for the future. This will be especially important as commercially viable aircraft and other technologies come available that could aid us in our reduction goals. While looking to the future is important, our plan will also guide us toward seeking specific, measurable, innovative changes right now. To that end, Sea To Sky Air has become a signatory to the COP26 Glasgow Declaration.

As Signatories of the UN COP26 Glasgow Declaration:

- *We declare our shared commitment to work together with our partners and stakeholders to deliver effective climate action.*
- *We support the global commitment to halve emissions by 2030 and reach Net Zero as soon as possible.*
- *We will consistently align our actions with the latest scientific recommendations, so as to ensure our approach remains consistent with a rise of no more than 1.5 C above pre-industrial levels.*

*We commit to:*

1. *Deliver a climate action plan.*
2. *Report our progress against interim and long-term targets, as well as the actions we are taking, annually.*
3. *Align our plan with the five shared pathways outlined in the COP26 Glasgow Declaration (measure, decarbonise, regenerate, collaborate, finance) to ensure climate action is consistent.*
4. *Work in a collaborative and constructive spirit with our stakeholders (customers, employees, industry partners, etc).*

## Keystone elements of our Climate Action Plan:

### We will:

1. Measure: Identify our Carbon Footprint and quantify our emissions sources and scope, and we will report our annual emissions and progress.
2. Reduce: Identify opportunities and make changes to reduce our carbon footprint and emissions.
3. Offset: For emissions that cannot be reduced, we will seek out high quality offsets that put Climate protection first, that demonstrate additionality and are accounted for.
  - a. Our offsets will meet strong, independent standards (such as CDM or The Gold Standard) which helps ensure that key quality criteria are met.
  - b. We will prioritize offsets from renewable energy and energy efficient projects.
  - c. We will ensure vendors guarantee to “retire” our purchased offsets from the market and who use a third-party, publicly accessible registry to track ownership of the offset over their lifetime.
  - d. We will publish our offsets so that we can ensure accountability.

# ANNUAL REPORT

## 2021 Climate Action Report on Operations

### Description of Operations:

STSA operates 3 aircraft, and has an office at the Squamish airport. Our office is powered through BC Hydro electricity. There are no gas or water services to the office. Airport water is on a rainwater collection system or is delivered by a water trailer pulled by a company vehicle during dry months.

**Reporting Period:** 01 October - 30 September

**Inventory Scope and Boundaries:** STSA will account for 100% of carbon emissions for operations over which we have control. We will identify all carbon emissions associated with our direct operations. We will quantify direct (scope 1) emissions, and indirect (scope 2) emissions. We aim to start measuring and quantifying scope 3 emissions in the 2023 reporting period.

- Scope 1 - Direct Carbon Emissions: Fuels - Aviation fuel for aircraft and gas/diesel for company vehicles; Company Facilities.
- Scope 2 - Indirect Emissions: Purchased Electricity (BC Hydro)
- Scope 3 (starting in 2022) - Indirect carbon emissions (not included in scope 1 and 2) that occur in STSA's value chain, including both upstream and downstream emissions.

**Approach:** Accounting for 100% of emission from operation over which STSA has operational control (scope 1 and 2). (Scope 3 emissions will be accounted for starting in 2023).

*Note: We are not accounting for Scope 3 emissions at this time due to the complexity and resources required. However, STSA commits to making an annual contribution to unaccounted for Scope 3 emissions through our offset program.*

**Primary Measurement:** Tonnes of Carbon Dioxide Equivalent (CO<sub>2</sub>e)

### Carbon Emissions:

	Scope 1: tCO <sub>2</sub> e Produced	Scope 2: tCO <sub>2</sub> e Produced	Emissions per passenger (tCO <sub>2</sub> e)
2019 (Base Yr)	40.22	.207506	.012
2020	18.01	.2642189	.020
2021	26.85	.0609257	.015

**Reduction Targets:**

Short Term: 5% reduction in per-passenger tCO<sub>2</sub>e produced

Mid-term Target: 50% reduction in per-passenger emissions by 2030

Long-Term Target: 90% reduction in per passenger emissions by 2050.

**2022 Strategies:** Reduction and offsetting will drive our immediate changes. Offsetting is not our primary strategy - but as an air service, it's a critical one to help us through this period where we have no commercially viable aircraft alternatives with reduced emissions.

Reduction Strategies: Reduction strategies will focus on the following areas:

- Energy efficiency initiatives in office (summer and winter)
- Utilization of aircraft to contribute to reductions in emissions per passenger.
- Fuel use reduction focused on fuel sampling waste.

Offset Strategies: We will offset carbon emissions that cannot be reduced.

- **Offset Provider:** Less  
(see *less.ca* for Certification Standards, Registry, and specific offsetting portfolios).

**Annual Progress Report Details:**

	2019	2020	2021
Total Carbon Emitted from Operations (tCO <sub>2</sub> e)	40.21646243	18.00949144	26.84731942
KwH of grid powered Electricity	6940	6589	6281
Equivalent Carbon from grid purchased electricity (tCO <sub>2</sub> e)	0.207506	0.2642189	.0609257
Total Emissions tCO <sub>2</sub> e	40.42396843	18.27371034	26.84731942
tCO <sub>2</sub> e/passenger	0.0123	0.020	0.015
STSA Current Emissions Offsets	0	0	27
STSA Voluntary Contribution to Unquantified Scope 3 Emissions	0	0	3

Voluntary Guest Contribution Offsets	0	0	0
Total Offset tCO2e	0	0	30
Total Net tCO2e	40.42396843	18.27371034	-3.152681
Total Net tCO2e/passenger	0.01270794355	0.01981964246	-0.0017

**Summary of Operations:**

2020 and 2021 were unique years in that we were dealing with COVID-19. As a result, we offered private trips only (no mixed groups). This had an impact on our per passenger emissions. In addition, our flight volume and office resource use was significantly reduced. We will aim to seek reductions in per passenger emissions in 2022 as COVID allows.

BC Hydro's low grid factor for 2021 had a measurable impact on our equivalent office emissions which helped reduce our equivalent emissions.

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